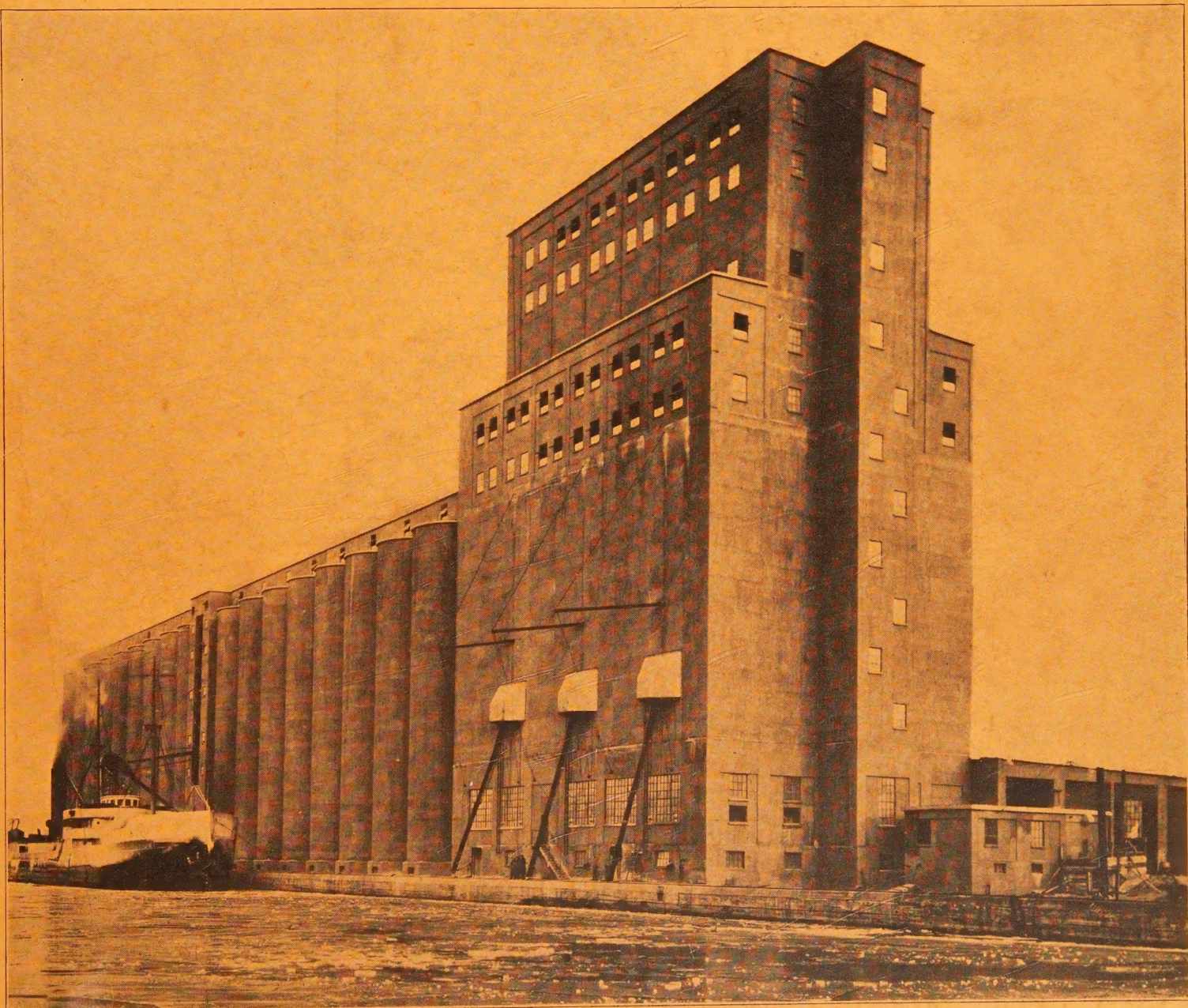
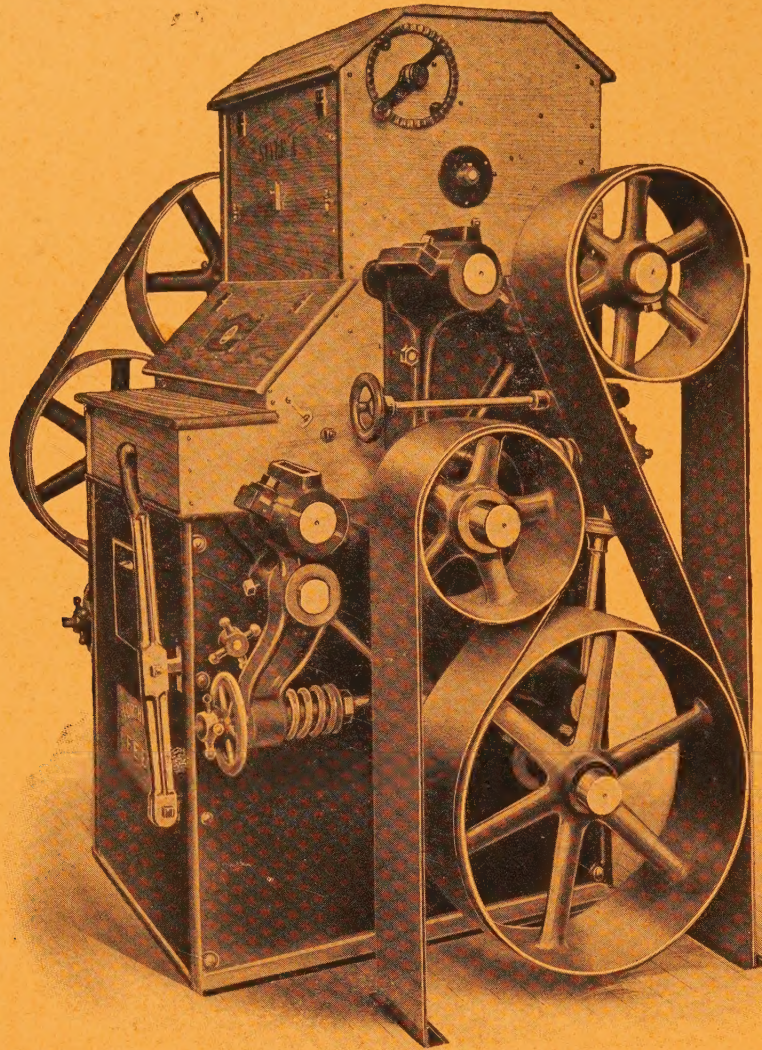


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HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

O. M. Kellogg Grain Co.
Receivers shippers of all kinds of grain.

T. D. Phelps Grain Co.
Wholesale Grain and Beans.

McCaull-Dinsmore Co.
Grain—Wholesaler and Commission.

The Summit Grain Co.
Receivers and shippers of all kinds of grain.
Offices and elevator, 19th and Navajo Sts. P. O. Box 805.

Houlton Grain Company
Wholesale Grain—Get in touch with us.

The Conley-Ross Grain Co.
Wholesale Grain.

The Ady & Crowe Mercantile Co.
Grain, Hay, Beans.

Rocky Mountain Grain Co.
Grain Merchants—Export and Domestic.

Denver Elevator
Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

Note: All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Board of Trade
Members

PEORIA

Board of Trade
Members

W. W. Dewey & Sons
COMMISSION MERCHANTS
33-35 Board of Trade
Peoria, Ill.

P. B. and C. C. Miles

Established - 1875
Incorporated - 1918

Peoria, Illinois

Handling Grain on Commission
Our Specialty

C. N. D. QUOTATIONS

A complete record of C. N. D. or Radio Market Quotations is invaluable for ready reference.

Each sheet is headed "Board of Trade Quotations for Week, Commencing Monday 192....." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley. Spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, printed on bond paper, 9½x11½, are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-5. Price \$1.00. Weight 14 oz.

GRAIN DEALERS JOURNAL
309 South La Salle St. Chicago, Ill.

Turner-Hudnut Company
Receivers **GRAIN** Shippers
42-47 Board of Trade

Produce Exchange
Members

TOLEDO

Produce Exchange
Members

There is a great satisfaction in trusting your CONSIGNMENTS OF GRAIN AND SEED to a firm you KNOW to be RELIABLE.

H. W. DEVORE & CO.
1887 TOLEDO - OHIO 1924

Clover Seed

International Game, played in Toledo, Ohio. Providence does dealing. When "Seedy" favor

C. A. KING & CO.

Like Billy Sunday they deal in cash and futures.

JOHN WICKENHISER & CO.
Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered prices. Solicit Consignments of Grain and Clover Seed. Members Toledo Produce Exchange and Chicago Board of Trade.

RECEIVERS, SHIPPERS AND BROKERS

E. Stockham Grain Co.
CONSIGNMENTS
Every Car Gets Personal Service
Omaha, Nebr.
WRITE US YOUR OFFERS

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce Boston, Mass.

L. C. BUTTON CO.
510-511 Grain Exchange SIOUX CITY, IOWA
General Grain and
Commission Business
USE US

SWIFT GRAIN CO.
Murphy Building
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Consign or Ask Us for Bid

E. A. Grubbs Grain Co.
BUYERS—SHIPPERS
Good Milling Wheat
GREENVILLE - OHIO

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

RECEIVERS, SHIPPERS AND BROKERS

SHIP US YOUR CORN, OATS AND WHEAT

Regardless of its condition. We operate the Superior Elevator equipped with all modern machinery for handling grain.

PRATT & CO., Operators of Superior Elevator
610 Chamber of Commerce Buffalo, N. Y.

RICHARDSON BROS.

Brokers
Want Offers
Grain - Flour - Mill Feed
Delivered Philadelphia
Either Export or Domestic
The Bourse

L. W. FORBELL & CO.

Strictly Commission Merchants
Specialists in WHEAT, CORN, OATS
Consignments Solicited
340-342 Produce Exchange, NEW YORK, N. Y.

Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15 $\frac{3}{8}$ " of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.50. Weight 1 $\frac{3}{4}$ lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.25. Weight 2 $\frac{3}{4}$ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

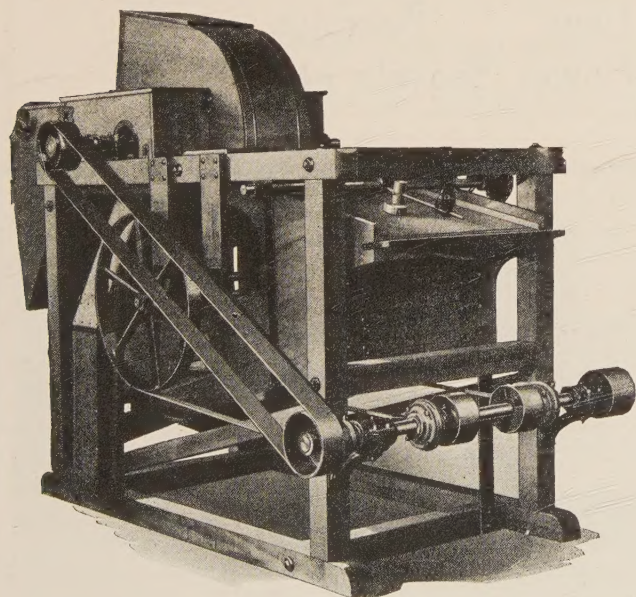
E. P. BACON CO.

Grain Commission Merchants

Sellers of Cash Grain and
Field Seeds on Consignment
MILWAUKEE-CHICAGO-MINNEAPOLIS

There are so many good things of interest to us in the Grain Dealers Journal that we do not want to miss any copies.—
L. L. Longworth, Nebraska Consolidated Mills Co., Omaha, Neb.

CRACKED CORN



One of the smaller
"Eureka" Cracked Corn Graders
Fitted with Ball-Bearing Eccentrics

Why buy it outside and pay the freight, when you can make as nice or better goods, and a lot more money by producing your own?

Write for Catalog—(Postpaid)



S. HOWES CO., Inc.
Silver Creek, N. Y.



—First in Enterprise!
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—First in News!
The Grain Dealers Journal

AGRICULTURAL GYPSUM

Start to Sell it!

Write today for information detailing its value in clover fields, in poultry houses, barns, and in the control of insects and potato scab.

THE GYPSUM INDUSTRIES
Dept. 94 844 Rush St., Chicago, Ill.

Cover's Dust Protector

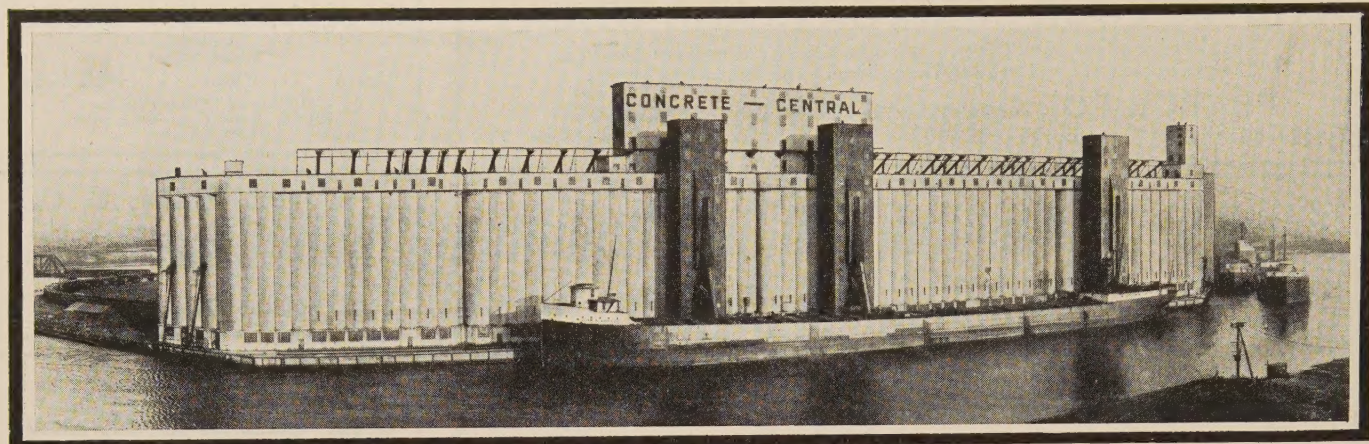
Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



Serving Many of the World's

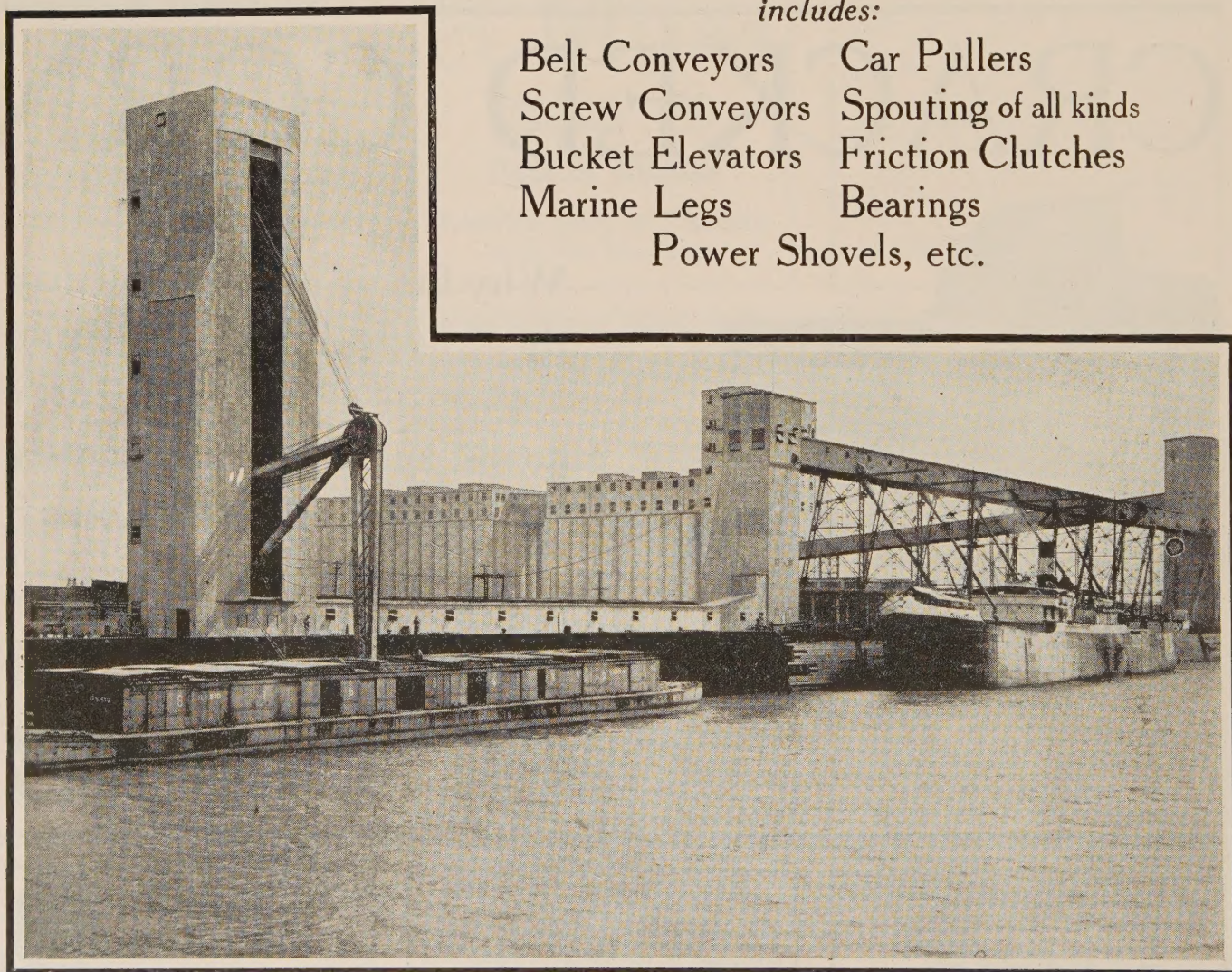


Concrete Central Elevator, Buffalo, N. Y.

Webster Grain Handling Equipment

includes:

Belt Conveyors	Car Pullers
Screw Conveyors	Spouting of all kinds
Bucket Elevators	Friction Clutches
Marine Legs	Bearings
Power Shovels, etc.	



Dock Board Public Grain Elevator, New Orleans, La.

Largest Grain Elevators



Baltimore and Ohio Elevator, Locust Point, Baltimore, Md.

IT has been our pleasure to furnish equipment for many of the largest grain elevators in the world. The elevators illustrated are typical of Webster installations. We appreciate the opportunity that has been given us to play a role in furnishing equipment such as belt conveyors, marine legs, car pullers, spouting, elevators, power transmission machinery, etc., in these modern structures, and have pride in the confidence that has permitted this association.

Webster equipment for grain elevators is ruggedly built to withstand hard usage. It is designed and made in our own up-to-date shops by skilled workmen and of the best materials.

Our engineers have devoted years of time and study to grain handling problems. Let them help you.

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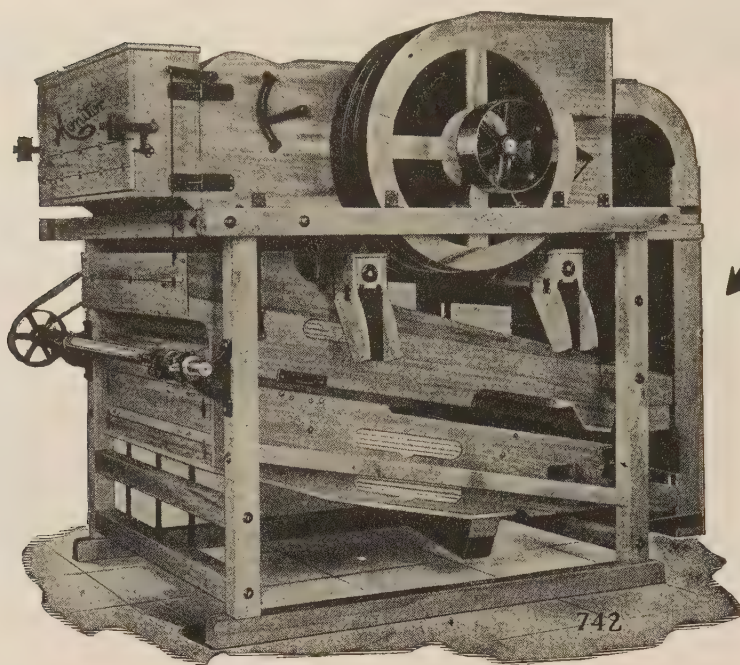
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Canadian Factory - Sales Office: **WEBSTER-INGLIS, LIMITED, 14 Strachan Ave., Toronto, Ont.**



Seven Monitor Warehouse and Elevator Separators and one Monitor Screenings Separator installed in Occident Elevator, Duluth, Minn.—described in this number.

Some Leading Questions

What do you do when you want to run a different grain? Are the extra screens always as you left them, ready for action? If they are, what about the lost time while you are changing them?

The MONITOR Combined Corn and Small Grain Cleaner has justified itself. In the first place, the work is of high character. No matter what the grain, you get results. On Corn and Cob mixed, on corn for recleaning, on oats, on wheat, in fact on any grain, you get results. It delivers. Put on top of this, the convenience. No screens to change, ordinarily. Wheat, buckwheat, rye, corn and cob, oats, all without changing screens. Simply throw over the switch lever and it is all set for the next run.

Is it not worth while? Get our printed matter.

Huntley Manufacturing Company

Department B

Silver Creek, New York

Our Representatives At Your Service

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Will Hill, 217 Corn Exch.

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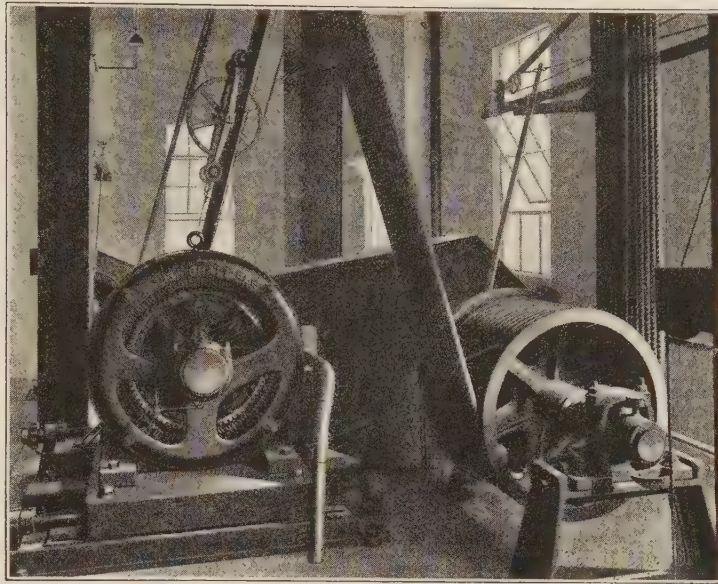
Seattle, Wash.

J. J. Ross Mill Furn. Co.

Canadian Plant:

Tillsonburg, Ontario.

ALLIS-CHALMERS



Squirrel Cage Motor driving elevator heads through silent chain drive.

Polyphase Induction Motors

For Flour Mills and Grain Elevators

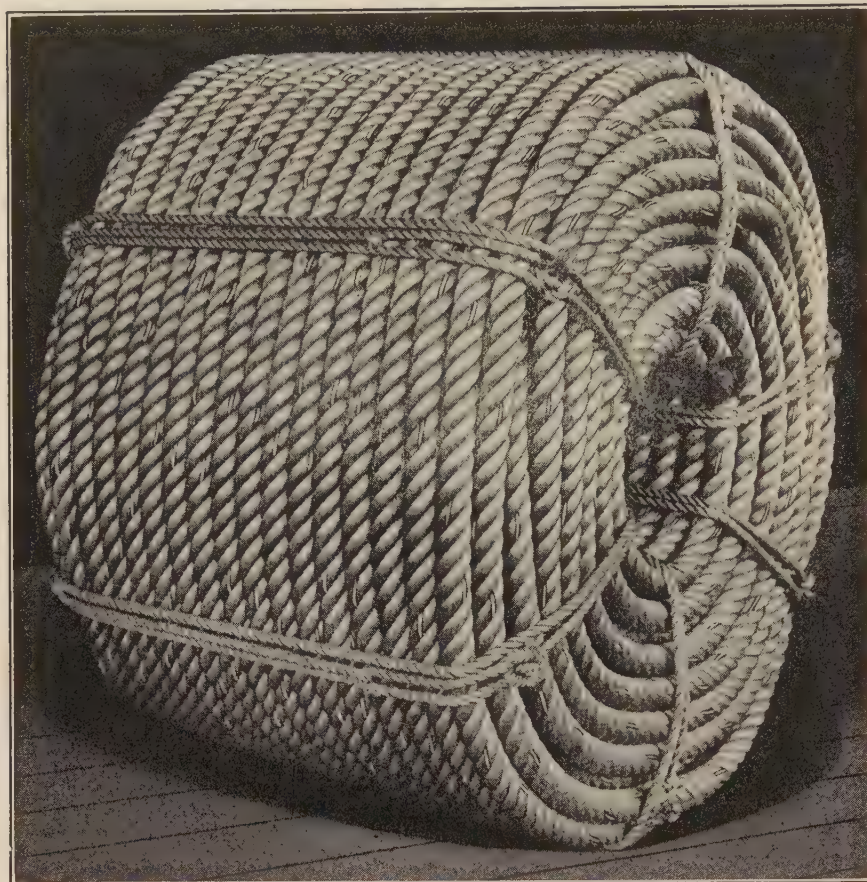
Allis-Chalmers Induction Motors are extensively used in the flour mills and grain elevators of the country. The illustration above shows the motor in the Municipal Terminal Elevator No. 4, Portland, Oregon, where there are some 40 odd motors giving excellent service.



PRODUCTS:

Electrical Machinery
Gas Engines
Steam Engines
Steam Turbines
Condensers
Oil Engines
Hydraulic Turbines
Pumping Engines
Centrifugal Pumps
Mining Machinery
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Flour Mill Machinery
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Air Compressors
Air Brakes
Steam and Electric Hoists
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Power Transmission Machinery

ALLIS-CHALMERS MANUFACTURING CO.
MILWAUKEE, WIS. U.S.A.

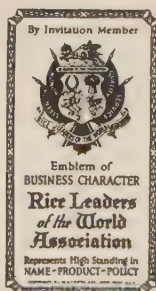


Your Operating Costs

will be lowered by the use of a Rope Drive equipped with *Columbian Tape-Marked Pure Manila Transmission Rope*.

There is no slippage; it is the safest and quietest method of power transmission known; it takes less space in which to operate effectively, and will transmit power in places where no other form of drive will function.

The *Columbian Book of Rope Transmission* is very complete. Its up-to-the-minute information will be of valuable assistance to you. Write us for a copy.



Columbian Rope Company

322-60 Genesee Street

Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans

Benefit— By Individual Drive

A single equipment for individual motor drive, in a grain elevator, brings about a marked local improvement in power economy and operating conditions. Benefits, greater in proportion and farther reaching, are derived as the number of such equipments increase.

Today, electric drive is rapidly replacing steam. As a result, belts and line shafts are becoming obsolete, operating costs are declining, and fire hazards are being minimized.

To help you obtain the greatest benefits from the use of electricity, Westinghouse engineers, who devote much of their time to the study of driving problems in the grain industry, can recommend a line of electrical apparatus that will successfully meet every driving demand. These specialists are always ready to recommend equipment for individual drive or for the complete electrification of your grain elevator. You will incur no obligation by requesting their assistance.

Westinghouse Electric & Manufacturing Company
East Pittsburgh Pennsylvania
Sales Offices in All Principal Cities of the
United States and Foreign Countries



Westinghouse

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. R. I. & P. 48613 passed thru Bigelow Mo. on Oct 18 going south on the grain door—H. E. Car was leaking wheat at the grain door—H. E. Combs. mgr Farmers Elevator Co.

B. & O. 97560 passed thru Bigelow Mo. on Oct. 18 going south on the C. B. & Q. Car was leaking corn thru broken door—H. E. Combs. mgr Farmers Elevator Co.

M. C. 6351 passed thru Bigelow Mo. on Oct. 18 leaking wheat at the grain door—H. E. Combs. mgr Farmers Elvtr. Co.

I. C. 34019 passed thru Central City, Neb., on Oct. 18 leaking wheat at the side. Helped conductor make repairs—L. E. Nugent, agt. The Ford, Co.

B. & O. 70829 was set off at Chester, Neb., on Oct. 15 for repairs. Car was leaking wheat badly at the draw-bar—Brown Lumber Co.

— 120830 passed thru Lakeville, O., on the Pennsylvania Lines on Oct. 11 east bound. Car was leaking wheat badly—James Hudson, mgr. Farmers Equity Exchange.

— 52105 passed thru El Paso, Ill., going north on the Illinois Central on Oct. 9 leaking wheat. Car had an Uplike Grain Co. tag—El Paso Elevator Co.

— 137157 passed thru El Paso, Ill., going south on the Illinois Central on Oct. 9 leaking wheat. Car had an Uplike Grain Co. tag—El Paso Elevator Co.

— 12282 passed thru El Paso, Ill., going south on the Illinois Central on Oct. 9 leaking wheat. Car had an Uplike Grain Co. tag—El Paso Elevator Co.

The Toll of Neglect

A toll which must be paid just as long as grain dealers ship their grain in bad order cars without protection. Existing railroad conditions make it imperative that grain shippers use every precaution to prevent leakage of grain in transit.

Kennedy Car Liners

protect your shipments at small cost. These car liners practically condition a bad order car and enable you to load cars that otherwise would be rejected; they are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

Let us give you details of our system, and the small cost for this protection.

The Kennedy Car Liner & Bag Co.
Shelbyville, Ind.

THE MACHINE YOU HAVE BEEN WISHING FOR—

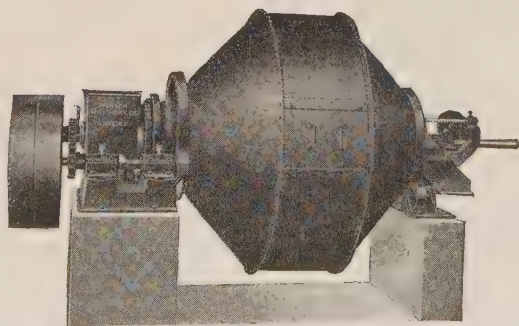
a new batch mixer which takes the trouble out of feed mixing.

Three to five minutes to thoroughly mix a batch—

Discharges perfectly clean after each mix—Uses only 5 HP for mixer and elevator—

The lowest price quality mixer on the market. Here it is

THE MUNSON SUPERIOR BATCH MIXER



Built by Feed Mill Specialists

You will be interested in Catalog 41. Write for it today.

MUNSON MILL MACHINERY CO., Inc.

Established 1825

Utica, N. Y.

Representatives: { F. J. Conrad, Cedar Rapids, Ia.;
Strong-Scott Mfg. Co., Minneapolis, Minn.;
A. F. Ordway & Sons, Beaver Dam, Wis.

DIXON'S Silica-Graphite Paint

Recommended For

Siding,
Roofing,
Smokestacks,
Boiler and
Engine Room
Equipment
and all other
exposed metal
or wood work.

Lower Paint Costs!

by using a paint that will withstand wear and corrosion for a longer time than if a "cheaper per gallon" paint were used.

Dixon's Silica-Graphite Paint has for many years afforded better protection and complete satisfaction to its many users. Records in various fields tell of service of from five to ten years without repainting.

Such records are possible only because of the lasting quality of the pigment, flake silica-graphite, and the valuable boiled linseed oil.

It will pay you to write now for Booklet No. 15 B, which tells why Dixon's is a better paint.



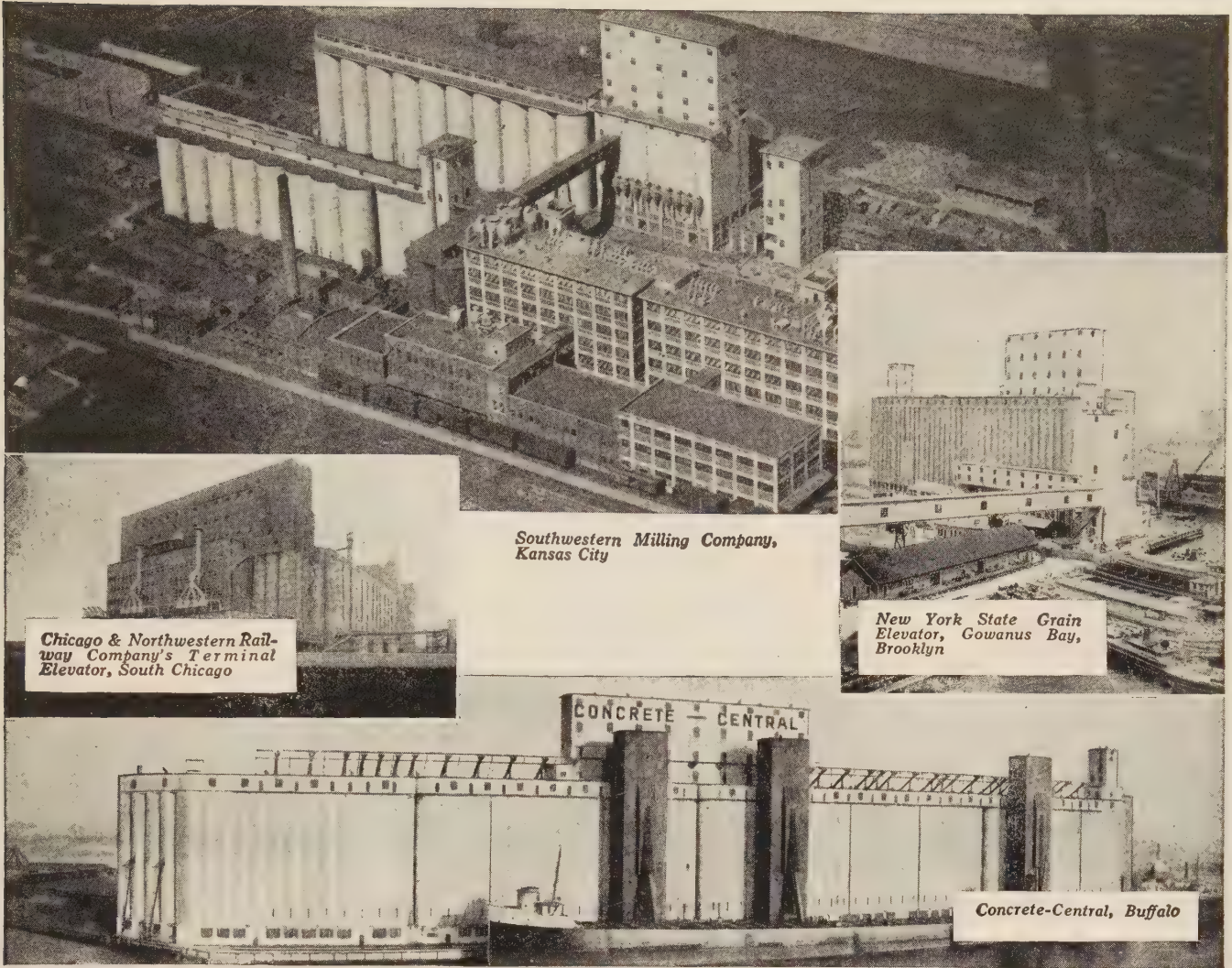
**JOSEPH DIXON
CRUCIBLE CO.**

Jersey City, N. J.



Est. 1827





Southwestern Milling Company,
Kansas City

Chicago & Northwestern Rail-
way Company's Terminal
Elevator, South Chicago

New York State Grain
Elevator, Gowanus Bay,
Brooklyn

Concrete-Central, Buffalo

G-E Motors Drive

Car Pullers
Car Shovels
Belt Conveyors
Screw Conveyors
Receiving Legs
Shipping Legs
Marine Legs
Bleacher Legs, etc.
Cleaners
Clippers
Separators
Drier Fans, Blowers, etc.
Dust Packers, etc.
Dust Sweeping System
Electric Elevators

Where G-E Motors Work

The successful operation of the largest and most modern grain handling plants is linked with G-E Motors.

To all designers, builders and operators of grain handling plants (both great and small) installations of G-E Motors in these noteworthy elevators have definite significance—DEPENDABILITY.

The General Electric Company offers the abilities of its engineers and the facilities of its factories in the successful working-out of the motor and complete electrical requirements for grain elevators.


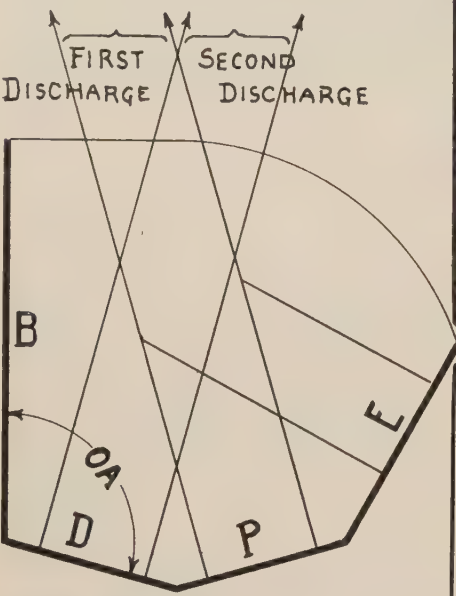



General Electric Company
Schenectady, N. Y.
Sales Offices in all Large Cities

Ask the G-E Sales Office nearest you.

43B-831

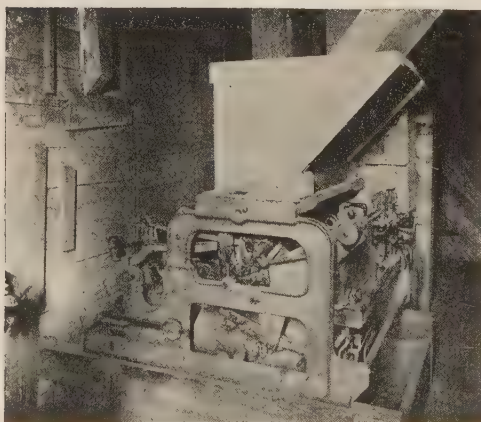
GENERAL ELECTRIC

<p>SUPERIOR ELEVATOR CUPS have a GUARANTEED DISCHARGE!</p>		
	<p>"DP" MEANS "DOUBLE PUSH"</p> <p>The material is pushed and thrown out of Superior Cups; not slowly dropped, as with ordinary cups.</p> <p>See illustration.</p> <p>"DP" ALSO MEANS "DOUBLE PROFIT"</p> <p>because Superior Cups increase your capacity, without increasing your cost of doing business.</p>	
	<p>Write us for full information and free sample cup.</p> <p>K. I. WILLIS CORPORATION 204½ 18th Street Moline, Ill.</p> <p>No order too large for us to handle; None too small for us to appreciate.</p>	

	<p>TRIUMPH Corn Sheller</p>
<p>The kind you always wanted but never really expected to get</p>	
<p>Low Price Large Capacity Small Operating Cost Good for a lifetime</p>	
<p><i>Ask us for a descriptive circular. You'll find it interesting.</i></p>	
<p>THE C. O. BARTLETT & SNOW CO. Main Office and Works: Cleveland, Ohio</p>	

The Choice of a Nation!

45 out of every 50 Country Shippers buying scales in the past have selected



The Richardson Automatic Shipping Scale

**Why experiment at your expense?
We did it for you years ago.**

Use the recognized standard by whose performance all other scales are judged.

ACCURATE WEIGHTS

PRINTED RECORDS

CAPACITY LOADING

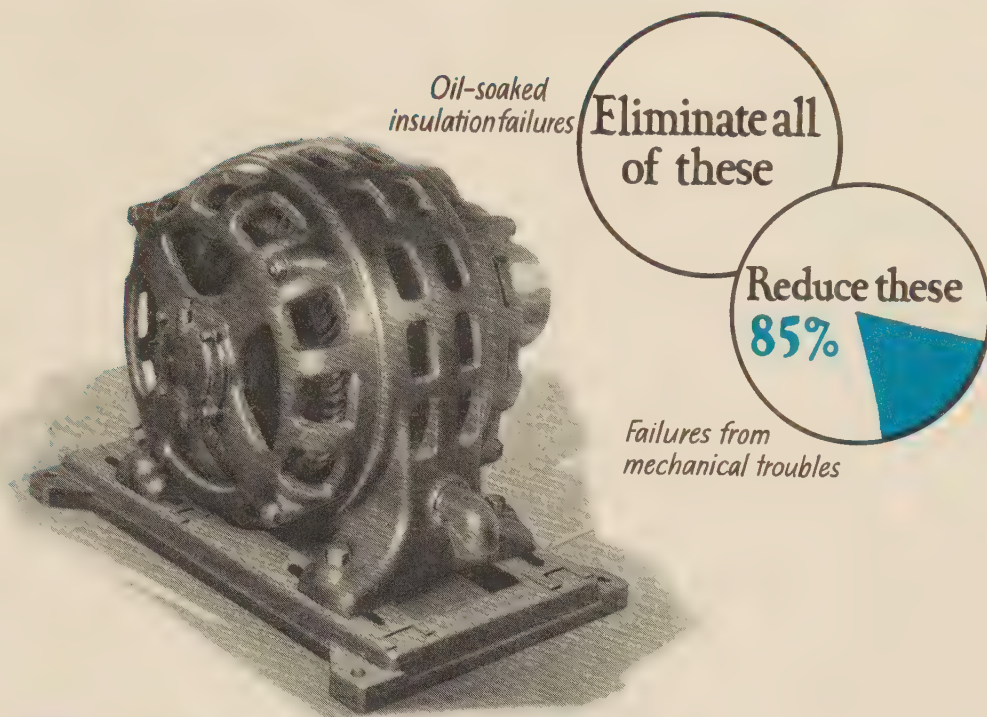
Richardson Scale Company, Passaic, N. J.

Chicago

Minneapolis

Omaha

Wichita



Ball bearing motors

Eliminate oil-soaked insulation failures entirely
Reduce mechanical failures 85 %

Forty per cent of sleeve-bearing motor failures are due to oil-soaked insulation.

The proper use of ball bearings will prevent these failures and in addition will eliminate 85 per cent of all

failures due to mechanical troubles.

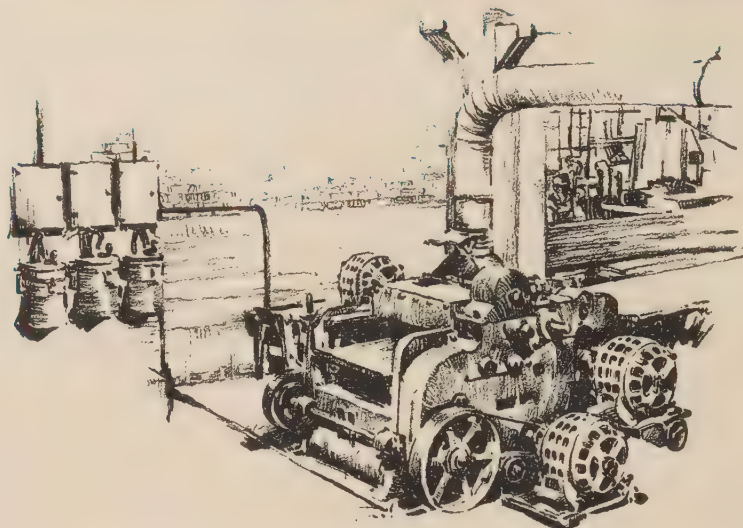
Actual performance records of Fairbanks-Morse Ball Bearing Motors verify this. Read the typical owner's report on the other side of this page.

FAIRBANKS, MORSE & CO. • Manufacturers • Chicago
 25 Branches throughout the United States at your service

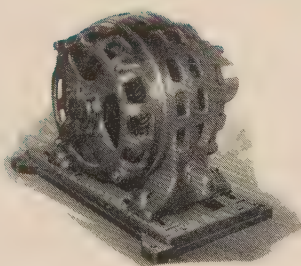
FAIRBANKS-MORSE

ball bearing motors





10¢ a motor-year kept these 80 ball-bearing motors in repair through eleven years of dust and heavy overloads



Size ¼ to 500 horsepower

Send for the special Fairbanks-Morse
Ball Bearing Motor Booklet to
FAIRBANKS, MORSE & CO.
Indianapolis Works
Indianapolis

Check industry in which
you are interested

- ☐ Automotive
- ☐ Food Products
- ☐ Grain and Milling
- ☐ Laundry
- ☐ Lumber
- ☐ General Use
- ☐ Metal Working
- ☐ Paper
- ☐ Pumping and Irrigation
- ☐ Textile
- ☐ Wood Working

A St. Louis customer says: "For eleven years the cost of repairs on over eighty Fairbanks-Morse ball bearing motors installed in our wood-working plant has averaged only 10 cents per motor and starter per year."

"These motors have been in continuous service since 1912. The dust conditions under which they operate are unusually bad and the load fluctuates suddenly from no load to a heavy overload."

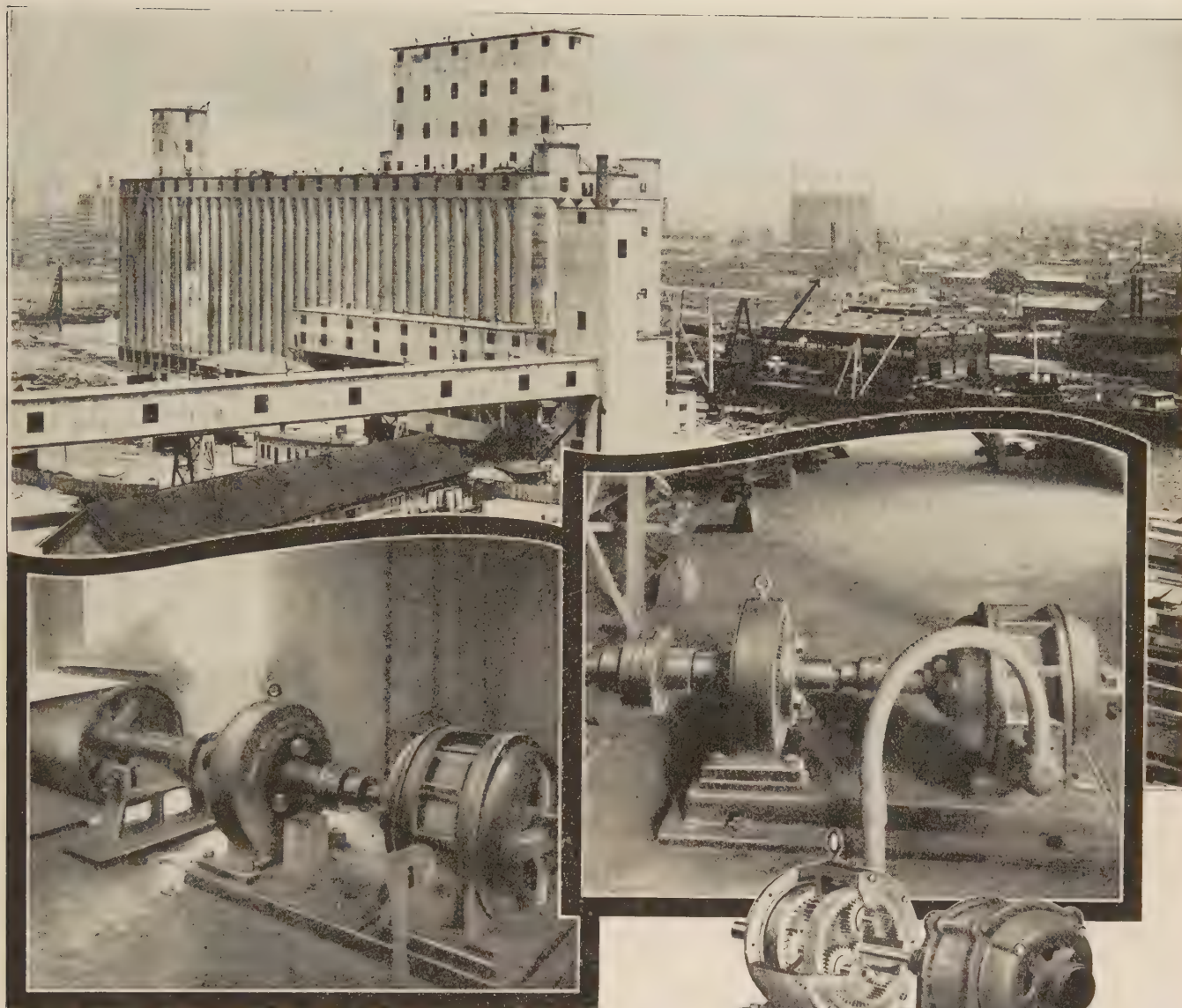
For twelve years ball bearings have been a *standardized unit of design* in Fairbanks-Morse motors. Ball bearings keep the oil out of the motor windings. They are dust-tight. They insure the rotor against striking the stator. They require lubrication only once a year—twenty minutes of one man's time does the servicing.

*It will pay you to find out about these
motors From Users in your own industry*

FAIRBANKS, MORSE & CO. • Manufacturers • Chicago

FAIRBANKS-MORSE ball bearing motors





Foote Speed Reducer Operating Conveying Belt to Bins

Foote Speed Reducers Operating Cleaner House Conveyor

The Modern Way to Reduce the Speed of Electric Motors and Transmit Power.



The picture above at the left shows a 50 H. P. Foote Speed Reducer reducing the speed of a motor and transmitting the power to a belt conveyor. The reduction of speed is $6\frac{3}{7}$ to 1.

The picture above at the right shows a 5 H. P. Foote Speed Reducer reducing the speed of a motor ($6\frac{1}{2}$ to 1) and transmitting the power to a cleaner house conveyor.

The use of Foote Speed Reducers has many advantages over the old methods of reducing motor speeds—such as open gearing, belting, chains, ropes, et cetera. You will note this equipment is entirely enclosed, compact, and highly efficient.

Perhaps your transmission equipment can be improved to become more efficient and more economical. Why not talk it over with Foote engineers? There is no obligation to you.

Send for literature.

FOOTE BROS. GEAR & MACHINE CO.

J. R. SHAYS, JR.,
100 Greenwich St.,
New York City

Mfrs. of rawhide and bakelite micarta
pinions and cut gears of all kinds.

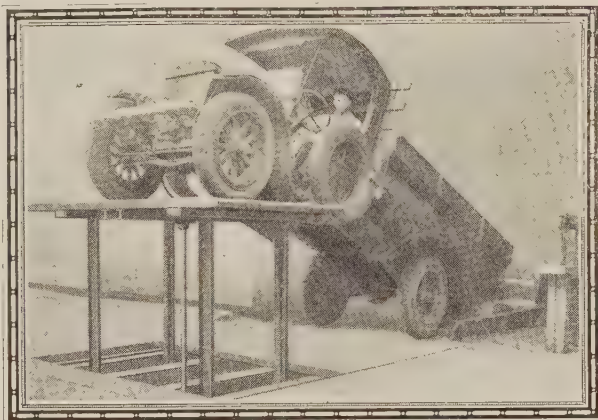
KING & KNIGHT,
Underwood Bldg.,
San Francisco, Cal.

252-262 N. CURTIS ST.

CHICAGO, ILL.

The Factory That Makes THE TRAPP DUMP

The Trapp Dump is manufactured by Drake-Williams-Mount Co., Omaha, Nebr., specialists in the construction of heavy industrial machinery. No effort or expense has been spared in developing this Dump. Cooperation between inventor and manufacturer gives you the benefit of lower manufacturing cost and assures you of a perfect Dump.



Trapp Dump installation at the famous Aunt Jemima Mills at St. Joseph, Mo.

Your Neighbor Has A Trapp Dump

There are more Trapp Dumps in use than all other Air Dumps combined. Some users have as many as forty Trapp Dumps installed. These Dumps operate year after year without need of repair or replacement. They are built to last and withstand the hardest use.

Contractors Endorse It

Engineers and contractors familiar with the best construction and equipment install Trapp Dumps wherever a first class plant is wanted. We manufacture in large enough quantities to quote a low price. The low installation cost and our guarantee of absolute satisfaction make the Trapp Dump the most economical Power Dump on the market.

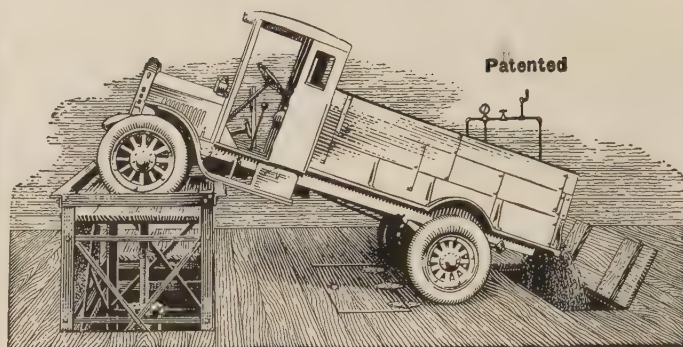
Our Guarantee

This Dump is fully guaranteed for **TWO YEARS**. This means that you are completely protected against defective equipment and inefficient operation. When you deal with us you deal with an old and well established firm with a reputation for satisfaction in all transactions.

*First and last the cheapest
First built and last to wear out*

Manufactured by

Drake-Williams-Mount Company
OMAHA, NEBRASKA



The "husky," dependable Kewanee actually costs less installed than any other reliable device you can buy

Figure it out for yourself. A Kewanee reaches you completely assembled. [Note: There's no freight saving in buying a knocked down device.] Saves you hours of labor and eliminates any possibility of putting it together wrong.

You don't need to tear out your driveway, buy a lot of expensive timbers, and do a lot of costly construction work. You use all your old timbers, and the Kewanee instead of weakening your driveway, actually makes it stronger. *The figures taken from many installations show the cost of putting in a Kewanee is seldom more than 10% of the cost of the device.*

Kewanee

All Steel Truck Lift

An All Steel Lift—husky as a steel bridge—will last as long as your elevator.

Roller Bearings—the lift slides up and down, *smoothly*, on roller bearings. It's the only roller bearing lift made.

Safety Guard—this exclusive Kewanee feature eliminates mishaps of all kinds.

Air Receiver—instead of a cheaper welded tank furnished with most devices you get a *riveted* steel receiver—the best built.

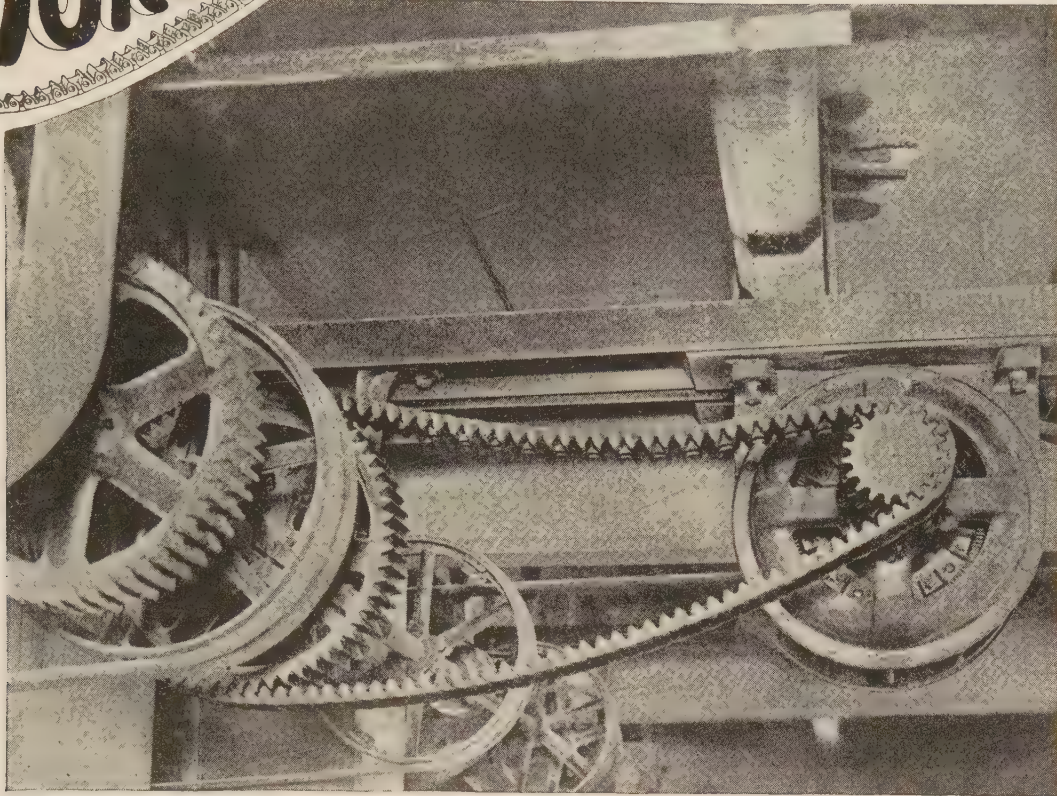
Ask your contractor what truck dumping device he would install in an elevator he was building for himself. Ten to one he would say "Kewanee."

Kewanee Implement Company
Kewanee, Illinois

Southwestern Distributors
Fairbanks, Morse & Co., Kansas City, Mo.



SILENT CHAIN DRIVES



Morse Silent Chains driving line shaft in milling plant

Uninterrupted power transmission is the life-blood of the Grain Elevator

Without positive uninterrupted power transmission, the elevator becomes disorganized. Congestion clogs the arteries of grain travel; demurrage charges at both receiving and shipping ends pile up; production is lowered; activity gives way to idleness. Profits vanish.

Guard against this condition—just as the new crop is about due—by equipping with Morse Silent Chain drives; as elevator operations from the Atlantic to the Pacific; from the Great Lakes to the Gulf, have done to their great advantage because;—

Morse Chains transmit 98.6% of the power developed. They are particularly adaptable to short centers, thus saving valuable space. They run smooth, quiet, clean and cool; will not stretch, slip or sway; require little attention—only occasional lubrication; and possess many other advantages that aid in keeping the constant uninterrupted flow of grain through the proper channels

Morse Engineers know the grain trade from long association—their help in planning trouble-proof drives is yours for the asking.

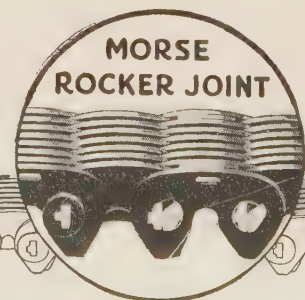
MORSE CHAIN CO., ITHACA, N. Y.

There is a Morse Engineer near you

ATLANTA, GA., 702 Candler Bldg., Earl F. Scott & Co.
BALTIMORE, MD.....1402 Lexington Bldg.
BOSTON, MASS.....141 Milk Street
CHARLOTTE, N. C. 404 Commercial Bank Bldg.
CHICAGO, ILL...Room 803, 112 W. Adams St.
CLEVELAND, OHIO.....421 Engineers Bldg.
DENVER, COLO.....1761 Wazee Street, R. M. Parsons
DETROIT, MICH.....7601 Central Avenue
KANSAS CITY, MO.....Finance Bldg., Morse Eng. Co.

NEW YORK CITY, Room 1871, 50 Church Street
MINNEAPOLIS, MINN.....413 Third St., S., Strong-Scott Mfg. Co.
MONTREAL, QUE., CAN...St. Nicholas Bldg., Jones & Glassco, Reg'd.
PHILADELPHIA, PA. 612 Franklin Trust Bldg.
PITTSBURGH, PA.....Westinghouse Bldg.
SAN FRANCISCO, CAL.....Monadnock Bldg.
ST. LOUIS, MO.....Chemical Bldg., Morse Eng. Co.
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2143-30





In the Dead of Night

In the dead of night a fire breaks out—the alarm must be given. A child is taken sick—the doctor must be called. A thief enters the home—the police must be located.

In the dead of night the American turns to his telephone, confident he will find it ready for the emergency. He knows that telephone exchanges are open always, the operators at their switchboards, the wires ready to vibrate with his words. He has only to lift the receiver from its hook to hear that calm, prompt "Number, please." The constant availability of his telephone gives him security, and makes his life more effective in wider horizons.

Twenty-four-hour service, which is the standard set by the Bell System, is the exception in the service of Continental Europe. An emergency may occur at any time. Continuous and reliable service has become a part of the social and economic fibre of American life.



AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES

BELL SYSTEM

One Policy, One System, Universal Service

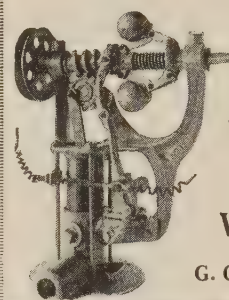
Scale Ticket Copying Book

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size 9½x11 inches. Printed on good paper, 5 sheets of carbon. Order Form No. 73. Price \$1.55; weight 2 lbs.

Grain Dealers Journal, 309 S. La Salle St., Chicago, Ill.

The Forester Automatic



PREVENTS
Bursting of
Cylinder
Over Heating
of Engine
Lime in
Water Jacket

Made by
G. G. Forester Mfg. Co.
Moline, Ill.

Grain Testing Scales



5055

No. 5055
For Grain Testing, Etc.



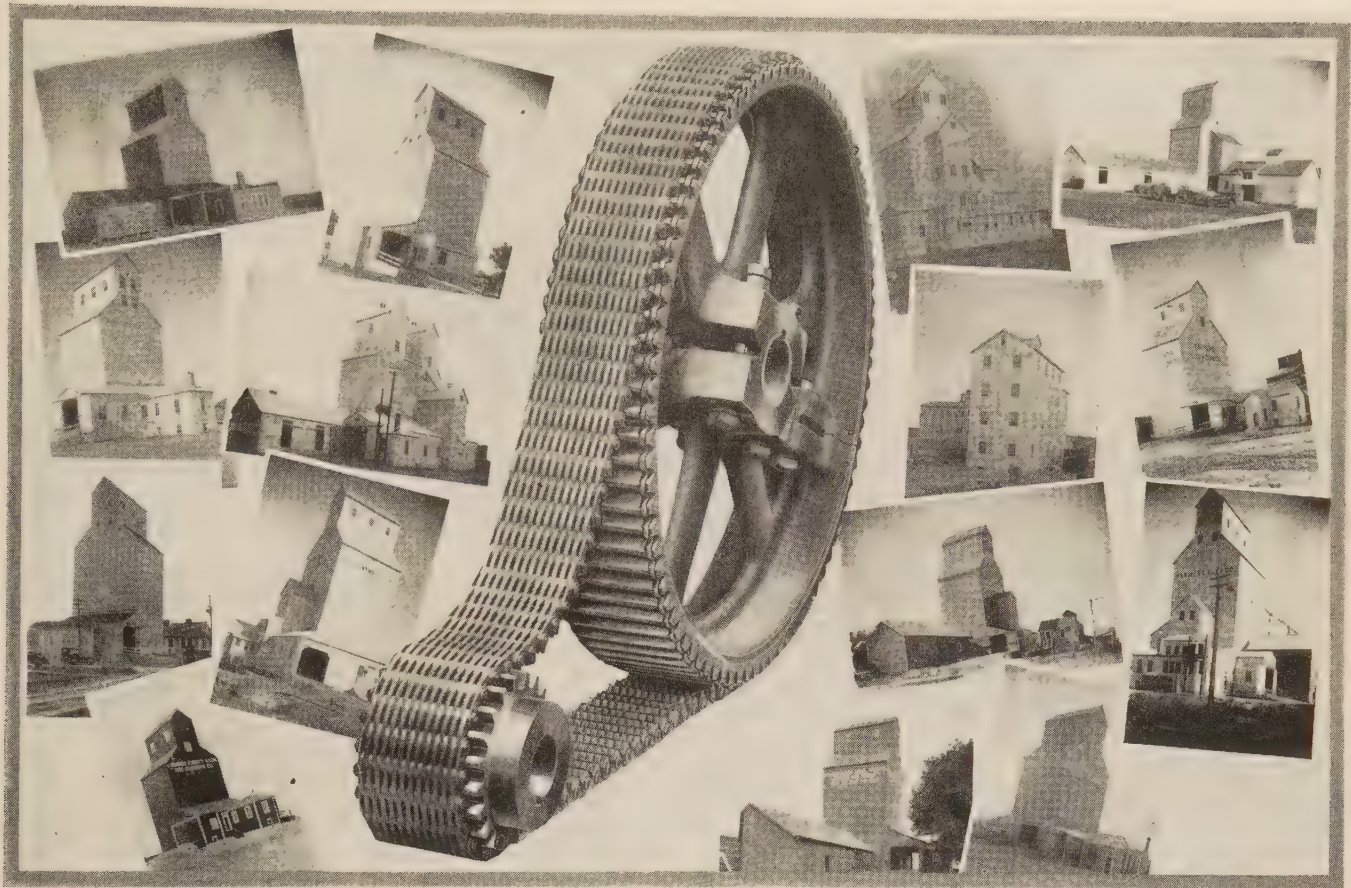
No. 4000 Used in Moisture Testing

SEND FOR CATALOG NO. 35 G

The Torsion Balance Co.

Main Office
92 Reade Street NEW YORK CITY
Factory Branch:
147-153 Eighth Street 31 W. Lake Street
Jersey City, N. J. Chicago, Ill.
Branch:
49 California Street
San Francisco, Cal.

If you want regular country ship-
pers to become familiar with your
firm name, place your "ad" here.



Some Country Elevators Using Link-Belt Silent Chain

NOT only is Link-Belt Silent Chain extensively used in many of the largest terminal elevators but is giving the same efficient service in hundreds of country houses.

Its performance proves it to be the ideal method of power transmission, giving everything to be desired in a drive for grain elevator and mill equipment. With it you can transmit practically the full power of the motor without slip—no power wastage.

It is compact, positive—saving floor space

—motors can be close-coupled to the driven shaft, with the drive on short centers.

Enclosed in our oil-retaining, dust-proof casing it runs in oil—requires little attention—safe—trouble-free—dependable. Rain or shine, under all weather conditions it will give the same smooth-running service.

In country houses and terminals, drives from 5 H. P. to 150 H. P., operating legs are proving eminently successful.

Learn more about it. Send for price list data book No. 125.

LINK-BELT COMPANY

PHILADELPHIA, 2045 Hunting Park Ave.
St. Louis - - - 705 Olive St.
Buffalo - - - 745 Ellicott Square

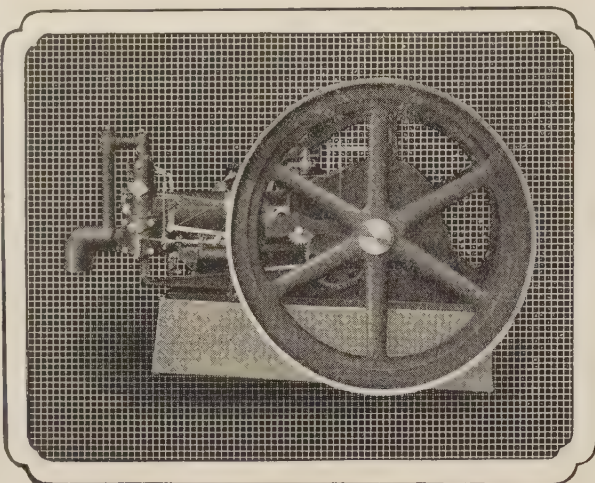
CHICAGO, 300 W. Pershing Road
Cleveland - - - 329 Rockefeller Bldg.
Kansas City, Mo. - R. 405, 1002 Baltimore Ave.

Offices in Principal Cities

INDIANAPOLIS, P. O. Box 85
New Orleans - - - 504 Carondelet Bldg.
New Orleans, Whitney Supply Co., Ltd., 418 S. Peters St.

LINK-BELT

SILENT CHAIN DRIVES



On the job for 20 years —still going strong

THAT'S the record that the Charter Engine, bought by J. S. Harrington, of De Witt, Iowa, made. He bought it on July 18, 1904—and it's still turning out a full day's work every day.

Mr. Harrington says: "This engine has given excellent service. . . I cannot speak too highly of it. . . It certainly was honestly built."

Don't you want to get engine service like this? You can with the Charter Type R Oil Engine.

It's ideal for service in grain elevators. It eliminates danger and loss by fire.

Its small bore and long stroke give it great power. The dependable 4-cycle principle is used. A central elevated oiling system gives perfect lubrication. One man can start the Charter Type R—and no air compressor is needed. Parts can easily be removed for inspection, and all working parts are on one side, within easy reach of the operator.

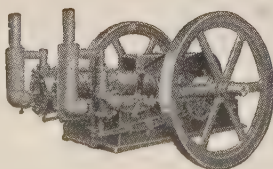
Surely you want to hear more about this unusual engine. Write without obligation for the big catalog to—

CHARTER GAS ENGINE CO.
700 Locust Street Sterling, Illinois



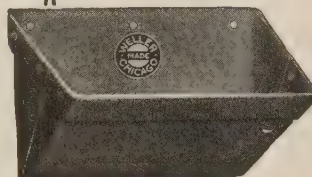
The CHARTER Type R —Oil Engine—

The Charter Type R is made in single cylinder type, as shown above; horsepower ranges from 20 to 90. The double cylinder engine, shown opposite, ranges in size from 40 to 160 h. p.



WELLER

Elevator Buckets



"V" Type

A bucket for high speed and perfect discharge



"Salem"

Weller Buckets are well made and will give the service



We Also Make

Buffalo Favorite and Rialto Buckets

and a Complete Line of

Grain Handling Equipment

Write for prices

WELLER MFG. CO.

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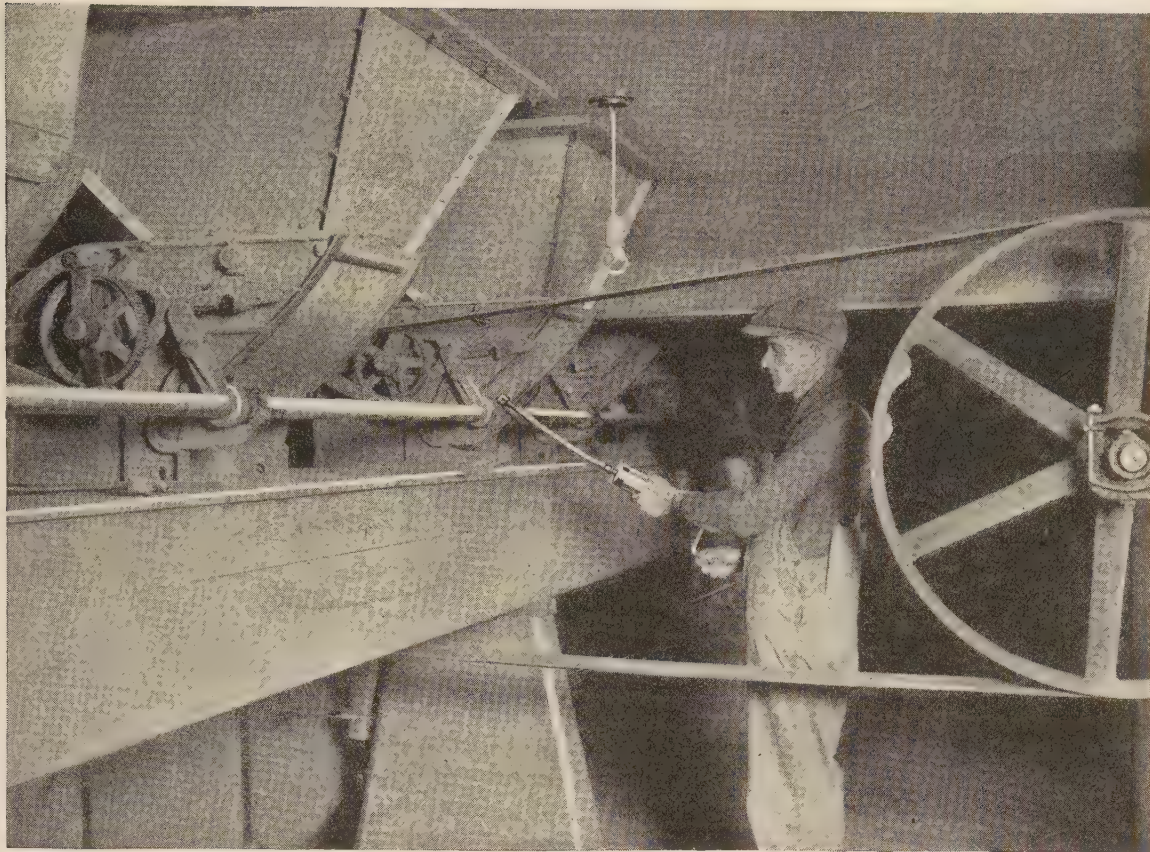
CONSERVE FLOOR SPACE

These silent American High Speed Chains will save valuable floor space in your mill besides transmitting 98 to 99% of the power applied. They operate with no initial tension and practically no sliding contact. Ideal for short center drives.

We will gladly send an engineer to talk over your transmission problems. Write. Also ask for Catalog No. 104.

AMERICAN HIGH SPEED CHAIN CO.

INDIANAPOLIS, U. S. A.



Lubricating Grain Elevator Machinery with the Alemite System—Sure, Safe Economical

How an Automobile Lubricating System is Revolutionizing Elevator Lubrication

NOWHERE is proper lubrication more vitally important than in grain handling plants. Nowhere is it more difficult. For you have to contend with seeping grain dust that clogs bearings and fills oil and grease passages. Dust-clogged bearings put a constant extra load on the belt. Idlers "freeze." And then conveyor belts begin to melt away.

Dry bearings, as you know, are also a source of fire risk. Over 12 per cent of the traceable elevator fires and explosions are said to be due to nothing less than overheated bearings.

With the Alemite system you have, so far as we know, the only method of obtaining 100 per cent lubrication in spite of dust and hard working conditions.

With it you do away with all old-fashioned oil or grease cups. A hollow fitting is permanently attached to each bearing. Lubricant is carried in a portable compressor. The compressor hose is attached to each fitting. An easy stroke of

the handle forces clean lubricant through the entire length of the bearing — under 500 to 2000-lbs. pressure. (The ordinary grease cup can give only 30 to 40-lbs. pressure.) As the clean lubricant goes in, it forces out all the old worn-out grit-clogged grease. The high pressure gives this double cleaning and lubricating action. It keeps bearing friction free and long-lived.

The Alemite system is easily installed. Requires no shutdown. Easy to operate. It is never slighted the way the old-fashioned grease cups are. For with the Alemite

Compressor it is impossible to do a poor job of lubricating.

In thousands of plants in hundreds of industries the Alemite High Pressure Lubricating System is reducing friction to a point altogether new to engineering experience. Power consumption has been reduced as much as 45 per cent. Bearing life has been made thirty times as long as before. And time and labor required for lubrication has been reduced 50 to 75% and more.

There is a new booklet, *Industrial Lubricating Facts*, that will give you valuable information on new lubricating methods. It tells how better lubrication is cutting power costs, upkeep, labor; and reducing fire hazards. It is yours for the asking.

INDUSTRIAL
ALEMITE
High pressure lubricating system

A Bassick-Alemite Product

Manufactured by
THE BASSICK MFG. CO.
2684 North Crawford Ave.
Chicago, Ill.

FREE BOOK	
<i>Industrial Lubricating Facts</i>	
THE BASSICK MFG. CO. 2684 N. Crawford Ave., Chicago, Ill.	
Please send copy of the new book, <i>Industrial Lubricating Facts</i> .	
Name _____	_____
Address _____	_____
City _____	State _____

Greater Cleaning Capacity for Terminal Elevators

Large cleaning capacity is of prime importance to all terminal elevators. Many of the big houses have found it possible to greatly increase their present cleaning capacity in this way.

First, they arrange the flow so as to flood their present receiving separators, allowing a percentage of wheat to go with the oats. They get cleaner wheat by using a screen with small perforations, allowing the tailings containing wheat to go to a CARTER DISC SEPARATOR of small capacity.

The DISC machine removes the wheat, and it is worthy of special note that the oats come out clean and polished—thus making a **better product to sell**.

This is a most efficient and practical way to get greater capacity and at the same time do a better job of cleaning.

In order to give you some idea of the terminal elevators that have adopted this method, we are listing below two elevators out of many from each section of the country. A complete list will gladly be furnished to any owner or operator upon request.

EAST

Baltimore, Maryland — Penn R. R. Company
Norfolk, Virginia — Port Commission Elevator

SOUTH

Fort Worth, Texas — Fort Worth Elevator Co.
New Orleans, Louisiana — Board of Comm. of Port of New Orleans

SOUTHWEST

Kansas City, Missouri — Norris Grain Company
Charleston, Missouri — Mississippi County Elev. Co.

MIDDLE WEST

Chicago, Illinois — C. & N. W. Terminal Elevator
Chicago, Illinois — Hales-Hunter

NORTHWEST

Minneapolis, Minnesota — Bartlett Frazier Company
Minneapolis, Minnesota — Van Dusen-Harrington Company

WEST

Sacramento, California — M. Phillips & Company
Corcoran, California — Dingley Elevator Company

When these and many other successful companies have adopted this plan and found it profitable—it is almost a certainty that the same simple plan would work out just as profitably for you. May we send you the details?



CARTER-MAYHEW MFG. CO.

Sole Owners of DISC SEPARATOR Patents

611 19th Ave. N. E.

Minneapolis, Minn.



A
cyclone
in the
true sense
of the word
has force of
air without any back draft.

The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

*The Knickerbocker Co.
Jackson, Mich.*

KELLOGG RADIO

KELLOGG RADIO FOR BETTER RESULTS

Market Prices

*Direct to Your Elevator
By Radio*

Before making that grain shipment you are interested in knowing today's market price.

Kellogg Radio Equipment brings these to you with unusual clearness—gives you a direct connection with the grain markets.

Kellogg Radio Equipment is built to give service.

If your dealer cannot show you Kellogg Radio parts, please write us.

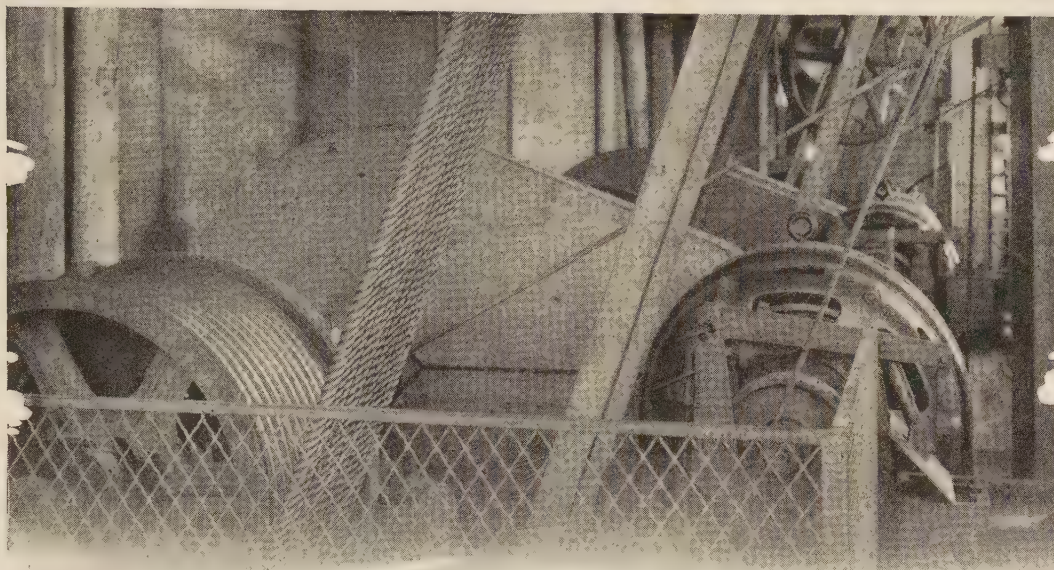
Send today for a copy of Radio Handbook, Dept., T.

KELLOGG SWITCHBOARD
& SUPPLY COMPANY
1066 West Adams Street
CHICAGO

KELLOGG RADIO

KELLOGG RADIO FOR BETTER RESULTS

Upon readers patronage of its advertisers depends the success of the *Grain Dealers Journal* work. Will you mention it?



Ball Bearing Motors and Sheaves Cut Production Costs in Grain Elevators

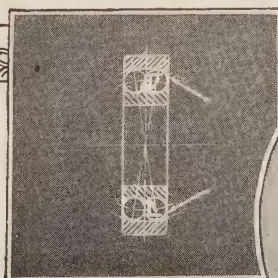
ELIMINATING frictional losses on power distribution systems in grain elevators is a big step toward cutting production costs. Skayef Self-Aligning Ball Bearings on electric motors, rope sheaves and Skayef Pillow Blocks on elevator heads make possible power savings from 15 to 35 percent.

They replace the sliding friction of metal areas with the true rolling motion of hardened chrome steel balls, reduce wear to a minimum and automatically compensate for shaft deflections without setting up internal strains in the bearing. Material savings in lubricant and maintenance are also realized.

THE SKAYEF BALL BEARING COMPANY

Supervised by **SKF** INDUSTRIES, INC., 165 Broadway, New York City

1174



Normal View



Deflected View

The SYKES COMPANY

Manufacturers of

Sheet Metal Products

**Bins, Gates, Chutes, Hoppers
Elevator Casings, Spouting
Skylights, Ventilators
"Fabricated to Specification"**

**Corrugated Wire Glass
and Steel Sliding in Stock**



THE SYKES COMPANY

2300 WEST FIFTY-EIGHTH STREET
CHICAGO, ILLINOIS

RATIN

**WILL EXTERMINATE ALL YOUR
RATS AND MICE
WRITE FOR FULL INFORMATION**

SOLD BY
THE HENNING, HARVING CO. INC.
171 DUANE ST., NEW YORK, N. Y.
SEED TRADE REPORTING BUREAU
1018 S. Wabash Ave. CHICAGO, ILL.

A CAR-MOVER WITH THE "PUSH"

Order one on 30 days' FREE

TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis

Look for the word
"New Badger"--it
identifies our product



TELESCOPE SPOUTING SECTIONAL



A spout for your every need. RELINERS for worn thru loading spouts.

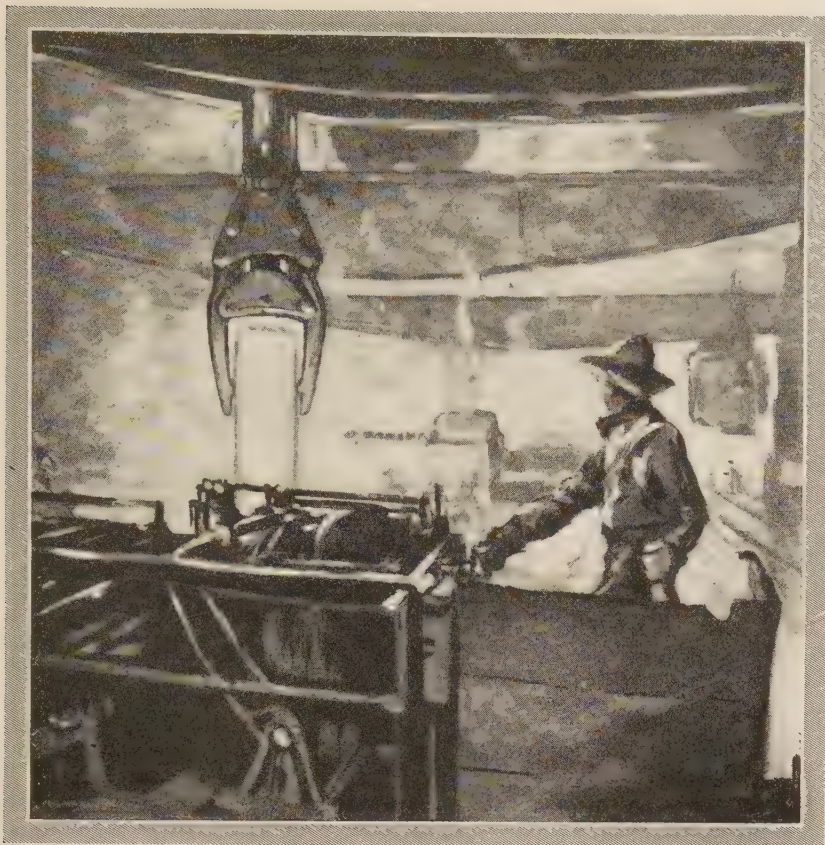
Big crops are forecasted for 1924. You are going to need a nearby service station, on your spouting. Big crops mean more grain, more grain going thru your spout means a shorter lived spout.

Let us know what you think you are going to need and let us keep it in stock for you. It will cost you nothing until your order is shipped.

York Foundry & Engine Works

YORK, NEBRASKA

Send for our Handy Catalog No. 8



"Soaking Pit" scene at Armco. The crane is carrying an "ingot" to the "blooming mill." Ingots of iron, weighing as much as 6,000 lbs. are heated and then rolled into sheet bars.

ARMCO Ingot Iron is Iron

ARMCO-Ingot Iron is the modern commercially pure iron. It never contains more—and frequently less—than one-sixth of one percent of impurities.

By virtue of its chemical purity, ARMCO-Ingot Iron has earned a world-wide reputation for being a long-lasting iron that is the most economical sheet metal money can buy.



It is used for roofing, siding, guttering, downspouts, eave-troughs, heating and ventilating systems, window frames, lath, tanks, and cars; in fact, ARMCO-Ingot Iron is used wherever the major consideration in the purchase of sheet metal is economy.

Send post card for booklet:
When to Use Commercially Pure Iron in Manufacturing.

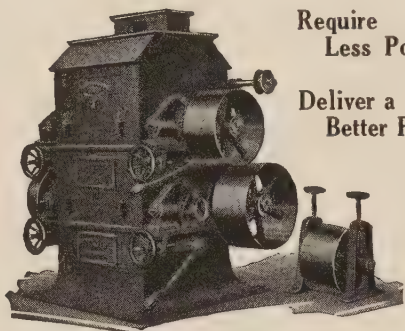
The American Rolling Mill Co.

Middletown, Ohio

ARMCO **INGOT**
IRON
TRADE MARK

E H R S A M

**One, Two and Three Pair High
Feed Mills**



Require
Less Power

Deliver a
Better Product

Rolls cut especially for making
cracked corn chicken feed, cut
wheat. Also standard corruga-
tions for corn meal and feed.

Send for Bulletin No. 20

The J. B. Ehrsam & Sons Mfg. Co.
Enterprise, Kansas

Shinn-Flat**Lightning Protection**

Particularly adapted for use on grain elevators, as its woven structure permits the expansion and contraction that takes place when elevators are filled and emptied. Shinn-Flat is the most advanced system, woven flat of pure copper wires in the form of a cable, affording greater carrying capacity and of higher efficiency.

We are authorities on the correct protection of elevators.
Write us.

W. C. Shinn Mfg. Co.

152 Whiting St.

Chicago, Ill.

Grain Fumigation Pays

We have developed it along
scientific lines. Write us
for information.

A. R. Young Material Co.

1710 Grand Avenue

Kansas City, Mo.

There's A Reason

Please find our check inclosed for \$332.00 for the 20" DREADNAUGHT Grinder.

The machine is giving very good service and we intend installing a DREADNAUGHT Grinder in our other plant.

Kalamazoo, Mich.,
May 5, 1924.

Little Brothers.

Please forward us a set of plates for our 24" Motor Type DREADNAUGHT Grinder.

We are well pleased with this grinder. It has so increased our business on grinding until we have one of the largest businesses of this kind in central Indiana. It sure has been a good investment for us.

Terhune, Ind.
May 5, 1924.

McCardle & Wallace.

Inclosed find check for Motor Type DREADNAUGHT Grinder, DREADNAUGHT Crusher and DREADNAUGHT Sheller.

I consider this the best investment I ever made and no country elevator can afford to operate without your machines. Anytime I can be of any help to you in selling your grinder would be pleased to do so.

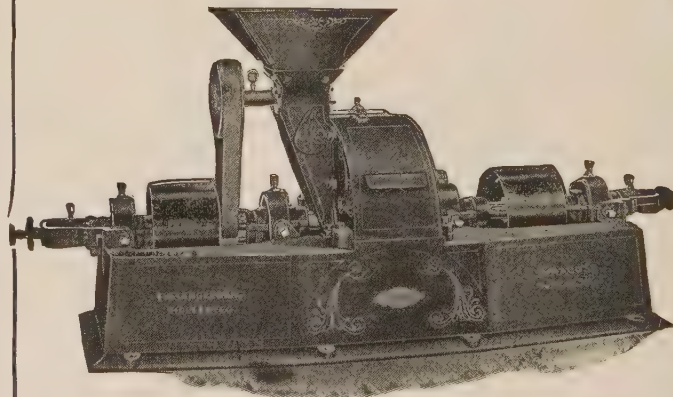
Nunica, Mich.,
May 5, 1924.

R. S. Brown.

Write for our Special Trial Offer

Bryant Engineering Co.
Port Huron, Michigan

Sole Mfrs. Dreadnaught Feed Grinding Machinery

**The "HALSTED"
HAS NO EQUAL**

No Seal Rings
Scientific

Positive Feed
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.
SYRACUSE, N. Y., U. S. A.

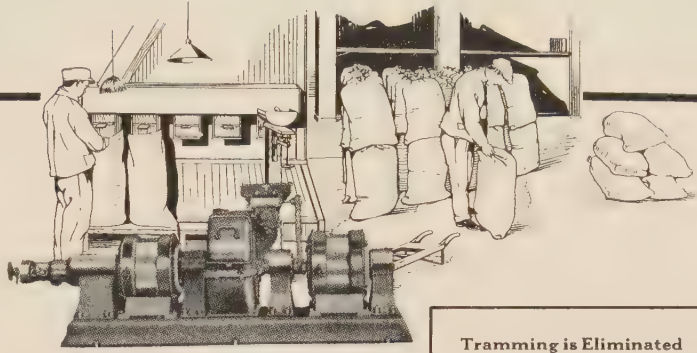
To get a Definite Picture of what
MONARCH extra capacity means—

—set every fifth sack of feed aside

If you started at 7 o'clock tomorrow morning and had every fifth sack of feed set aside, and kept piling them up all through the day—

That pile of sacks would give you an accurate idea of the extra capacity of a MONARCH Ball Bearing Attrition Mill. The experience of elevator operators and millers using the MONARCH Attrition Mill shows that in regular service the MONARCH turns out from 15% to 30% extra capacity.

Our Catalog ID-123 gives you a good clear idea of the MONARCH features which make this Attrition Mill a large and steady producer of fine and uniform feed. Just write us for a copy.



Tramming is Eliminated

Grinding plates on the MONARCH last much longer, because the complete ball bearing construction keeps the runner heads always in alignment. Shutdowns for tramming have been eliminated forever.



SPROUT, WALDRON & CO., 1202 Sherman St., MUNCY, PA.

Chicago Office: Room 830, 9 S. Clinton St.

Kansas City Office: 308 New England Bldg.

THE MONARCH MILL BUILDERS

Would You Be Interested In Trebling Your Feed Grinding Business?

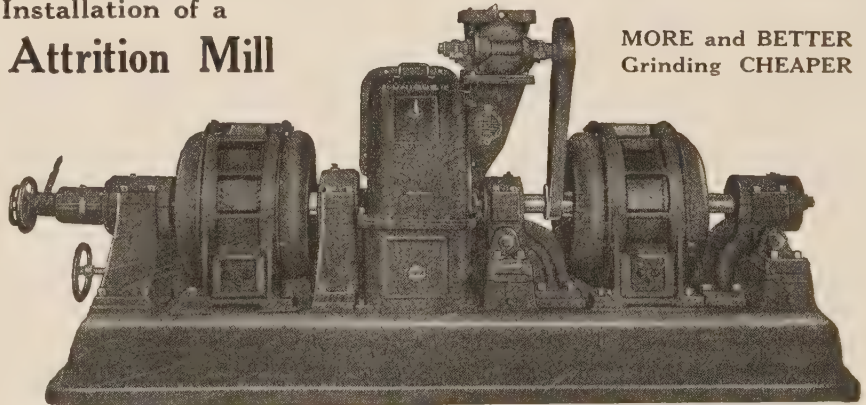
This Firm Did It Through The Installation of a
UNIQUE Ball Bearing Attrition Mill

This is what they write:

"We have run several makes of attrition mills but the UNIQUE has them all beat when it comes to ease of handling and fine grinding. We formerly did \$100.00 per month with our old feed mill, but since we have the UNIQUE, our feed business has jumped to over \$300.00 per month and is still growing. We like the operation of our UNIQUE mill better every day, and so do our customers."

Users of ground feeds not only know the value of uniform quality feeds, but through experience have learned to recognize quality and uniformity in feeds the minute they see them. That is why users of UNIQUE Attrition Mills enjoy increasing patronage and profit.

Exclusive improvements such as the Curved Arm Runnerhead, Tramming Device, etc., have made possible the production of quality feeds that attract and hold customers and build up a steady, profitable business. May we explain these features to you? Ask for catalog No. 12.



**MORE and BETTER
Grinding CHEAPER**

ROBINSON MFG. CO., 42 ROBINSON BLDG. MUNCY, PA.

SULPHUR

Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

TEXAS GULF SULPHUR COMPANY

GENERAL OFFICES:

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N. Y.

MINES:

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Matagorda County
Texas

WESTERN REPRESENTATIVE:

F. W. Lewis
7 So. Dearborn St
Chicago, Ill.

GRAIN ELEVATOR BUILDERS

The Horse Doctor (Continued)

Chapter 7.

The bootlegger estimate repair cost, nearby point.

It will cost you \$2,500 to \$3,000 to repair your old elevator, time 20 days. Cost PLUS, six per cent.

My estimate on the same work \$6000, and they would still have an old out of date plant. They voted to build. Some do fall for that bunk on machinery salesmen bootleg estimates.

YOUNGLOVE CONSTRUCTION CO.
Sioux City, Iowa

30 Years of Practical Experience

*Through 25 years' experience in feed manufacturing
we are now supplying***Yearly Feed Formula Service**

Covering

Special formulas for every Feed for Animals, to Produce Rapid Growth and Increased Production.

INFORMATION regarding best machinery for handling, cleaning, separating, grinding, cracking, polishing, pulverizing, measuring, mixing, weighing, and drying the ingredients used in manufactured feeds.

Feed Plant Designing — Construction
Equipping and Operating
Plant Inspections
Engineering Consultations**S. T. Edwards & Co.**

110 S. Dearborn St.

Chicago, Ill.

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS

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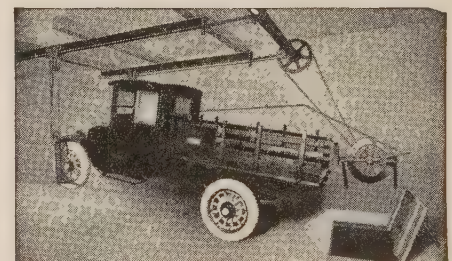
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BIRCHARD
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Especially Designed for Economy
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GRAIN ELEVATORS and FLOUR MILLS

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The paper the Grain Dealer
supports, because it supports
the Grain Dealer—**GRAIN DEALERS JOURNAL****McMillin Wagon and
Truck Dump****A Practical Dump**

Drive any length vehicle to a point where the rear end of the bed will discharge the grain into the dump door,—then by moving the overhead trolley to a position over front wheels of vehicle, attach wheel hooks to front wheels by placing one foot on wheel hook and pressing down. The spring supporting wheel hook will allow them to be easily hooked under the wheel, first forward and then back of point where the wheel rests on the floor. The spring holds them securely in place until the power is applied.

Should conditions be such that you desire dumping into more than one dump door the overhead track can be extended and the same device used for dumping into more doors,—therefore, saving the expense of two or more separate dumps.

Do not delay.
Write today.**L. J. McMILLIN**525 Board of Trade Building
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CONTRACTING ENGINEERS
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Grain Elevator ConstructionOur elevators stand every test,
Appearance, Strength, Durability
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GRAIN ELEVATOR BUILDERS

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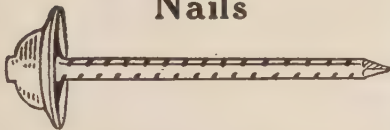
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Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

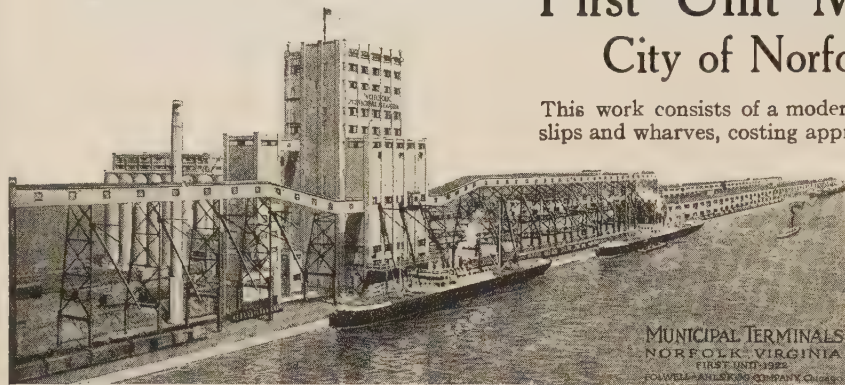
The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

The Most Modern Elevator in the World



This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

Every day in every way we are designing and building better and better Grain Elevators.

We have built for many of your friends—Eventually we will build for you.

Why not now?

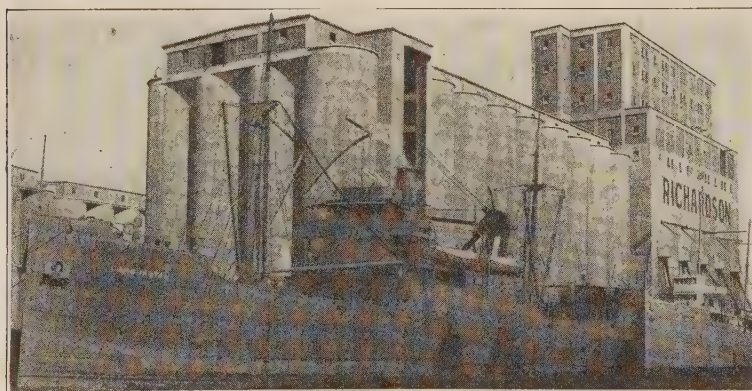
James Stewart & Co., Inc.

Designers and Builders

GRAIN ELEVATORS

In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
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One of a

Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.

The Saskatchewan Co-operative Elevator Co., Limited.

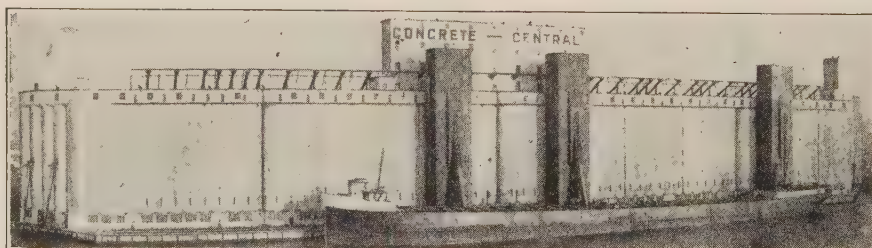
The Grain Growers' Grain Company, Limited.

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Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.

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The Eastern Grain,
Mill and Elevator
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Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
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2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
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and other
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Fegles Construction Co., Ltd.

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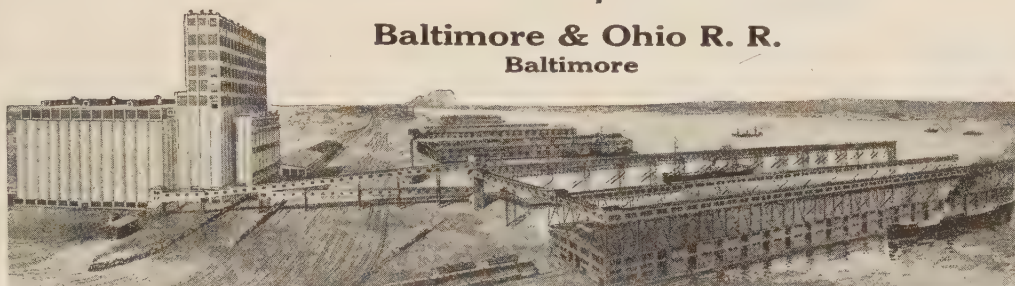
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State Owned Mill and Elevator, Grand Forks, N. D.

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.

Grain Elevator Engineers

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Millions of Bushels of Soft Corn

Is your shelling plant in condition to handle it?

CONSTANT heavy duty wood or iron frame shellers are giving satisfactory service with all kinds of corn. The positive lock wheel adjustment allows all adjustments to be made, either when the sheller is running or when idle. The two piece shell saves time and expense in case of accident.

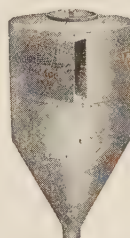
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Check up your equipment today and write CONSTANT for complete information and prices on the needed replacements and repairs.

The B. S. Constant Mfg. Company

Complete Equipment for Grain Elevators

Bloomington, Illinois



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Northrup-King Co.
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Capitol Elevator
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To Fit Your Conditions

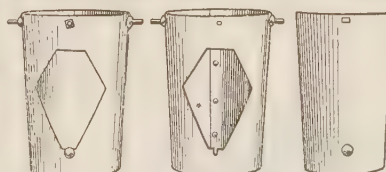
We are equipped to make complete new installations on modern plans, and guarantee the whole installation to produce results. We also remodel old systems, and make additions where present system has become inadequate. Defective systems corrected.

Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.

Kewanee RENEWABLE BOTTOM Grain Spout



With a pair of plyers you can instantly slip in a new Kewanee bottom—made from tough, special analysis steel. A square shouldered bolt with a square hole in the renewable bottom, prevents the nut from turning. This bolt, and a large oval-headed rivet that slips into a slot holds the bottom firmly in place. The grain cannot wear off the rivet for the hole in the bottom is countersunk and the rivet is then beaded into it.

Kewanee Implement Company

Don't discard entire spouts, or sections because of small holes. Use a Kewanee Renewable Bottom Spout and when the bottom wears simply slip in a new one which costs only about 37½ cents for the 8" size and smaller. A Kewanee costs a little more than ordinary spouts but outwears a dozen of them.

Order One on Trial

We will ship you a Kewanee Grain Spout. Use it a month, six months—a year. If you're not satisfied return it and we will refund your money. All we need know is the outside diameter, or outside rectangular measurements of your down spout, and length of spout wanted.

343 Commercial St.
KEWANEE, ILLINOIS

Proof Positive of Invincible Quality

Recent Contracts for INVINCIBLE MACHINES were placed by such internationally known concerns as:—

Pillsbury Flour Mills Co.
New Mill, Buffalo, N. Y.
98 Machines

Quaker Oats Company
New Mill, Peterboro, Ont.
20 Machines

Baltimore & Ohio Ry. Co.
New Elevator, Baltimore, Md.
10 Machines

The significant thing is not alone in the fact that these orders came to us, but that all three companies have been using INVINCIBLE MACHINES for years.

The highest degree of perfection in the finished product is never attained except by the employment of Machinery of First Quality.

Quality is Inherent in Invincibles

Invincible Grain Cleaner Company

Silver Creek, N. Y.

Representatives in—

Minneapolis, Chicago, Kansas City, Indianapolis, Remont, Ohio; Bristol, Tenn.; Philadelphia, San Francisco, London, Eng.



CONE-SHAPE GRINDERS

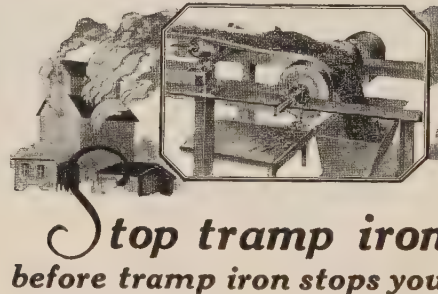
IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof H. washer. Have used a No. 4 ten years & less than One Dollar per year for repairs." E. W. Watt, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

A. P. BOWSHER CO., SOUTH BEND, IND.



Stop tramp iron before tramp iron stops you

TRAMP iron is the mill's or elevator's greatest menace. In the rolls or grinders, or in touching other metal, it causes sparks. One little spark may set off a disastrous dust explosion of fire.

Stop tramp iron! Install Dings Magnetic Separators As shown above, they remove iron before it can do damage. Not even the smallest piece escapes. Endorsed by the National Fire Protection Ass'n. 4000 Dings in use!

Get the free bulletin. It also tells how the Dings saves bolting cloth.

DINGS MAGNETIC SEPARATOR CO
642 Smith Street, Milwaukee

Dings 'High Intensity' Magnetic Separators



SIDNEY AND ELEVATORS MAN LIFTS
are Money Makers

They will reduce your handling expense and speed up your work. Easily installed. For quote to give your requirements, **SIDNEY ELEVATOR MFG. CO.** Sidney, Ohio

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL, of Chicago. It will bring you quick returns.

SHIPPERS' CERTIFICATE of WEIGHT

Designed for the use of grain shippers who wish to make a written statement of the amount and grade of grain loaded into a car. Especially adapted for use in connection with claims for Loss of Weight in Transit.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ————R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00.

Grain Dealers Journal, Chicago, Ill.

You Can Sell Your Elevator

by advertising directly to people who want to buy, by using a

Grain Dealers Journal Want Ad.

Your Journal was the greatest help for me when I was in the grain business and I have learned much from it. I will again subscribe when I get in the business again. —J. M. Van der Graaf, Goodwin, S. D.



THE "STAR" WAREHOUSE BRUSH for Sweeping Grain from Cars

Let us ship you a dozen of these on trial for 60 days. No charge unless the brush proves satisfactory. Send no money. Used by leading terminal elevators.

\$16.00 per doz. F. O. B. Minneapolis

Flour City Brush Co.
422 So. 4th St., Minneapolis, Minn.
BROOMS—Extra heavy (43 lb.) warehouse brooms \$10.00 per doz., Minneapolis.

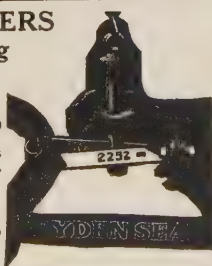
10,000 SHIPPERS Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent CLAIM LOSSES Write for samples and prices

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Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.



Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS—5 elevators west of Hutchinson, Kans., for sale; all in the good wheat belt. Address P. O. Box 502, Hutchinson, Kansas.

NORTHERN IOWA elevator for sale, located in very good town with good territory for business. For terms and particulars address 52J8, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator doing a good grain and coal business for sale; excellent location. For information address 52F24, Grain Dealers Journal, Chicago, Illinois.

OHIO elevator, coal and feed business for sale or lease; fine location. Good brick road and good shipping point. Address 52E15, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

NORTHWEST IOWA—30,000 bu. elevator for sale; good territory and good business. Flour, feed and salt in connection. Address 52H29, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—100,000 capacity, substantial, well equipped, at a first class grain point. On I. C. R. north of Champaign. Address 52J26, Grain Dealers Journal, Chicago, Ill.

KANSAS—New 10,000 bu. grain elevator for sale; office, scales, warehouse and trucks. Located in wheat belt Pawnee Co. If interested write 52G16, Grain Dealers Journal, Chicago.

SOUTHWEST IOWA—Cribbed elevator for sale, in good condition. Located on main line C. B. & Q. to Chicago and points south; doing good business and priced to sell. Address 52G10, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS—A 16,000 bushel capacity elevator for sale; electric equipment, on private ground. Price right for quick sale. Possession immediately. Can make terms. Address 51W15, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA—10,000 bu. elevator for sale, also residence property; good jobbing and retail business; on St. L. & S. F. R. R. and O. U. R. R.; sales run \$3,000 per month. Address R. B. Cowan, Box 465, Mounds, Okla.

OHIO, Logan County, two elevators, three miles apart; one well equipped with electric power, both in good territory, established grain, coal, feed, flour and grinding business. A money making proposition. Address owners, I. C. Miller and Co., Huntsville, Ohio.

MINNESOTA—Farmers elevator at Seaforth, Minn., for sale; capacity 25,000 bushels. Flour and feed annex on one side; large corn crib 4,000 bushels; six bin coal shed. Bids will be received up to May 21, 1924. The board of directors reserve the right to reject any or all bids. Address W. R. Goudy, Sec'y, Seaforth, Minnesota.

IOWA—15,000 bus. elevator and annex, electric, on C. R. I. & P. R. R. in town of 1500 with first class schools. Good grain section, double runner attrition mill, corn sheller, cleaner and crusher 3 legs, hopper shipping scale, full basement, full work floor, 10 overhead bins, office detached, heavy duty Howe truck scale, long drive with corn cribs underneath, in good repair. Owner not a grain dealer, will sell at real bargain or trade. Address 52H13, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE

EASTERN NEBRASKA—25,000 bus. elevator for sale; good town, good school. For particulars write 52E1, Grain Dealers Journal, Chicago.

OHIO—Two elevators and coal business for sale, good grain territory, good roads. Address 52F28, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS—30,000 bu. grain elevator for sale, at Block, Ill., on C. & E. I. in good condition; will sell at a bargain. Address, A. G. Cole, Sidney, Illinois.

CENTRAL ILLINOIS—50,000 bushels capacity grain elevator for sale; 18,000 bushels ear corn cribs. Address 52H22, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MICHIGAN—18,000 bu. elevator for sale; fine location. Private ground; priced to sell. Address 52H33, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Best elevator and grain business in the state for the money. If you are looking for a good one, here it is. C. A. Burks, Decatur, Illinois.

CENTRAL ILLINOIS—25,000 bushel elevator for sale, handling over 200,000 bus. grain annually; also coal and feed. Address 52G19, Grain Dealers Journal, Chicago, Illinois.

NORTHEAST KANSAS—7,000 bu. elvtr. for sale; on S. F. Ry., \$6,000. May carry back a part with responsible party. Must quit grain account health. Address 52D7 Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—Elevators, warehouses and hay barn for sale. On four railroads, do a general hay, grain, flour, feed, coal, seeds and grinding business. Address 52J7, Grain Dealers Journal, Chicago, Ill.

KANSAS—2 dandy elevators 8,000 to 10,000 capacity; 1 located at Stafford, Kan., and 1 at Ray, Kan. Well equipped. Also scale house, lot and elevator site at Dighton, Kan. Write for price and full description. The Walnut Creek Milling Co., Great Bend, Kan.

IOWA—Having bought the Farmer's elevator at Whitten, Ia., my elevator at Gilbert, Ia., is for sale, together with a modern home. This is a cash deal and no trade considered. Has been a money maker the nine years I have owned it. Good school and is only seven miles from Iowa State College. Address G. D. Mabie, Gilbert, Iowa.

SOUTH CENTRAL KANSAS—Two elevators, five miles apart, one 26,000 bu. capacity, electrically equipped, with three story and basement warehouse, office building and coal sheds, well established grain, coal, feed, flour and grinding business now operating; other 12,000 bu. capacity, with wareroom, office building, coal sheds, and five room house, garage, etc., in good territory.

Address Mrs. Eva Dewey, Receiver, Cheney, Kansas.

MISSOURI—Cribbed iron clad grain elevator, capacity 15 cars, on full city block deeded ground; good live stock business; big grain section, 80 miles to Kans. City, positively no competition; this year's crop should pay half cost of elevator, price \$5,500, best of repair, actually worth double; some cash, balance on time. Located on Santa Fe with direct lines to Kans. City, St. Louis and Chicago; big wheat crop assured, good side lines, this big money maker. Address Grain Elevator, 4303 Troost Ave., Kansas City, Mo.

ELEVATORS FOR SALE.

KANSAS—Will sell my elevator at Wilmore. Address W. R. Johnston, Coldwater, Kansas.

NORTHWEST MISSOURI—We have several elevators listed for sale from \$5000 to \$15000. Worth the prices asked. Heald Grain Co., St. Joseph, Mo.

WISCONSIN—Up-to-date grain elevator and flour and feed house for sale or rent. Write Emil Hauterbrook, 1272 Walnut Street, Green Bay, Wisconsin.

NORTHERN INDIANA—Nearly new iron clad elevator for sale; 10,000 bushel capacity with feed house attached. Address Lock Box 241, LeGrange, Indiana.

IOWA—20,000 bushel iron clad elevator for sale; feed and coal sheds; main line I. C. R. R. For particulars address 52G33, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—45,000 bu. concrete elevator for sale; on 7 lots; 3 tracks on CM&St. P.; in best condition; opportunity to build up large feed business. Reasonable price. Paul J. Mueller, 1132 George St., Chicago, Ill.

CENTRAL ILLINOIS—4 elevators for sale in good grain producing territory. Good profitable business priced right to sell quick. For details and description address 52J6, Grain Dealers Journal, Chicago, Ill.

IOWA—Modern transit elevator for sale, first-class condition, capacity 175,000. Operated for past 55 years by present owners, who now wish to retire from business. Address 51X2, Grain Dealers Journal, Chicago, Ill.

CENTRAL MICHIGAN—Iron clad grain elevator and brick feed mill for sale, all equipped with up-to-date machinery and doing a good live business. Will sell home residence with business. Address 52F3, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS—10,000 bu. elevator for sale; lumber yard; feed and coal sheds; 5 room residence and out buildings; 1 acre land on C. & N. W. Ry. ½ mile off Lincoln Highway. No trades considered. Address 52H7, Grain Dealers Journal, Chicago, Ill.

TO SETTLE the estate of the late D. R. Risser of Vaughnsville, Ohio, I will sell at private sale elevators located at Vaughnsville, Rimer and Rushmore, all on the A. C. & Y. Railway lines, each connecting with no competition between. For prices and terms address the Administrator, A. H. Good, Vaughnsville, Ohio.

ELEVATOR BROKERS.

ALWAYS HAVE GRAIN ELEVATORS for sale and would like to list a few more worth the money. Have buyers waiting.

If you are in the market write me fully as to amount you wish to invest and location you prefer.

JAMES M. MAGUIRE,
6440 Minerva Ave., Chicago, Ill.

ELEVATOR FOR SALE OR TRADE.

INDIANA—6,000 bu. elevator and a good coal business for sale; located in small town on Nickel Plate Road. Price \$3,000 or will consider trade for small farm. Address 52F19, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

ILLINOIS—For 560 acres of rich Yazoo Valley land. C. A. Burks, Decatur, Ill.

IOWA—Have fine improved farm to exchange for good Illinois grain elvtr. Address 52J4, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILL.—In good territory and must be worth the money. Address 52J20, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR LEASE.

ANY ONE wanting to lease an elevator please inquire of the Hudson Farmers Union Co-operative Business Association, Hudson, Kansas.

BUSINESS OPPORTUNITIES.

FOR SALE—Grain, flour and feed business, price \$12,000. Address 52G6, Grain Dealers Journal, Chicago, Illinois.

HALF SECTION choice Canada farming land for sale or trade for elevators or other business property in the U. S. Address 52H2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Retail yard dealing in building materials, coal, feed, seeds and grain, with attrition mill in connection. For particulars address Iron Ridge Lumber Co., Iron Ridge, Wis.

FOR SALE—An old established successful St. Louis grain firm, wishing to retire, will sell good will very reasonable. Financial standing now as always the very best. Address 52H19, Grain Dealers Journal, Chicago, Ill.

ILLINOIS grain and coal business for sale. Located near Chicago, Ill., on the main line of C. & N. W. R. R. Good grain country and locality for feed mill. Good reason for selling. Address 52F27, Grain Dealers Journal, Chicago.

FOR SALE—Our Grain, Feed and Milling business; 24,000 bu. capacity. New modern plant fully equipped. Plant 4 stories 40x60. Warehouse 1 story 50x80. Will lease plant for term of years. Consumers Fuel and Feed Company, Galesburg, Illinois.

CENTRAL OKLAHOMA—Elevator and retail flour and feed business for sale; located on private ground on Santa Fe and Frisco R. R. Average sales 1923 \$5,000 a month. Priced to sell. Address 52H20, Grain Dealers Journal, Chicago, Ill.

TEXAS—Wholesale and retail grain business for sale; established over 25 years. Located in heart of North Texas Red Rust Proof Oat Belt covering a territory of several best shipping stations in North Texas, with very best constructed large grain warehouses two stations located on T & P also M K & T tracks. If interested write Box 252, Pilot Point, Texas, and will furnish complete details.

FOR SALE—Going seed, feed flour and cereal manufacturing business for sale in city of 11,000, 50 miles from Chicago. 2 properties, both centrally located. Well equipped cereal plant manufacturing a well-known pancake flour as well as other cereals. Splendid jobbing connections throughout Ind., Ill., Mich. and Ohio. Good reasons for disposing of business. If interested address 52H18, Grain Dealers Journal, Chicago, Ill., for further details.

FEED MILLS FOR SALE.**FEED MILL FOR SALE OR LEASE.**

Will sell or lease feed plant. Excellent concrete building; large warehouses. Located on main line of I. C. R. R., 75 miles north of Memphis. Milling in transit arrangements for south and southeast. Address Dyersburg Milling Company, Dyersburg, Tennessee.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted! Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago.

HELP WANTED WITH INVESTMENT

CENTRAL ILLINOIS—As our president and manager wishes to retire, have an opening for a capable business man who will take his interest of \$15,000 to \$25,000. Company manufactures, jobs, wholesales and retails flour, feeds and kindred articles. Excellent location. High class opening for an ambitious young man with sales ability. Address 52J12, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED.

WANTED—Partner for grain and coal business; \$8,000 required. Address 52G7, Grain Dealers Journal, Chicago, Ill.

GRAIN MAN WANTED—One who can sell elevators, lumber yards, etc., has \$5,000 and will move to Decatur. C. A. Burks, Decatur, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed, made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.50 in lots of 500; \$2.75 per hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. La Salle St., Chicago, Ill.

YOUR OPPORTUNITY

The time in which bids may be filed for the following named properties and good-will of the American Hominy Company, has been extended to May 15th. Inventories of the several properties will be mailed on request.

ROLLED OATS MILL

DAVENPORT, IOWA—Twelve hundred barrel Mill plant (769x260), consisting of nine brick buildings, modern mill construction, reinforced concrete storage elevator of 300,000 bushels capacity; additional storage space 100,000 bushels; trackage facilities for 25 to 30 cars at a time; motor driven modern equipment for the production of rolled oats and package corn goods for table use, and feeds of various kinds. Plant ready for immediate resumption, skilled operating staff available.

WHEAT AND CORN MILL

DECATUR, ILLINOIS—Exceptionally well-built plant for manufacture of wheat flour, corn flour, corn meal and corn grits, capacity 1,200 barrels flour and 12,000 bushels corn; storage elevator 300,000 bushels capacity with complete drying unit; modern electric equipment. Plant ready for immediate capacity operation.

CORN PRODUCTS PLANT

INDIANAPOLIS, INDIANA—12,000 bushels capacity corn products plant, and 75,000 lbs. daily capacity specialty mill; equipped for manufacture of corn-flour and meal, corn grits, hominy flakes, corn and bean oil, and corn syrup. Seven brick, steel and concrete buildings covering six acres of ground; 5,000 feet switch track and plant switch engines; particularly efficient power plant.

MILL SITE ACREAGE

TERRE HAUTE, INDIANA—Four and one-eighth acres of ground, site of a burned mill; also six tile grain tanks and elevator complete; 7,500 bushel Hess dryer complete with building; and the following equipment: 1 Babcock & Wilcox 250 H. P. boiler; 2 Atlas boilers, 250 H. P.; 1 water softener and heating unit complete; 1 low pressure 350 K. W. Generator set with condensers.

COUNTRY ELEVATORS

SHELBYVILLE, INDIANA—"A" Elevator has 35,000 bushel dump crib with elevator and complete equipment for handling all kinds of grain; a small house and trackage for fifteen cars.

"B" Elevator has 10,000 bushel capacity; fair warehouse, office building and scales. Both elevators are located on land owned by the American Hominy Company.

BRANDS AND TRADEMARKS

Hudnut Brand—for both wheat and corn goods.

Wheat Flour Brands—"Daily Bread," Wright's Excellent and Wright's Choice; Matchless; Pride of Decatur; Valor and "Lady Lite" (self-rising flour), "Over the Top."

Corn Products Brands—Cerealine; Hexagon Brand; Snowflake Brand; Pelican Brand; Quick Malt; Golden Glory; Goldfinch, and Golden Eagle Brand; Panstose; Cream of Maize; Amhoco.

Feeds—Homcoline, Valor, Oxo, Hextite, Boxer, Maizeline, Axa, Slou, and "Atta Boy."

Miscellaneous—"Leech" (paste); Agax (core and facing binding); Homco (core oil).

Address

CHICAGO TITLE & TRUST COMPANY

69 W. Washington St., Chicago, Illinois

as

Trustee in Bankruptcy, American Hominy Company

It's Money in Your Pocket

to use the Universal Grain Code. Read the following letter, written by a firm that is well known and who are users of the Universal Grain Code.

111 W. Jackson Blvd.

Chicago, Nov. 3, 1920.

Grain Dealers Journal,
305 So. LaSalle St.,
Chicago, Ill.

Gentlemen:

We beg to advise that ever since the publication of the Universal Grain Code, we have used it continually with most of our brokers, and find it very satisfactory indeed. We found it a little difficult at first to educate some of our brokers to its use, but finally overcame any objections they had and now we use it almost entirely in transacting our cash grain business between the various markets in the East and Chicago. It is not only very complete in all details but is made up in a manner that permits of considerable saving in telegraph toll.

Yours very truly,

J. C. SHAFFER GRAIN
EMC*ES COMPANY

Note what they say about the completeness of the code and how easy it is to find words thru the convenient arrangement. Many other grain firms say the same.

The code contains 146 pages of policy bond paper on which are printed over 14,000 code words for modern, up-to-date trade expressions, every one of which will effect a saving in your telegraph bills.

Follow the example of the J. C. Shaffer Company and stop the leaks in your profits by using an up-to-date, complete grain code.

Send your order today

Price \$3.00

Grain Dealers Journal

309 So. LaSalle St.

CHICAGO

SITUATION WANTED.

POSITION wanted with good company, 18 years' experience, married, age 45, handle sidelines, good reference. L. B. 262, Hooper, Nebr.

WANTED—Position as elevator manager, fifteen years' experience. Can furnish gilt edge references. Address 52H11, Grain Dealers Journal, Chicago, Ill.

WANT position as manager or assistant to manager in grain elevator in Central Kans. Good reference. Address A. O. B., 527 Laura Ave., Wichita, Kansas.

WANTED—Position as manager of a large grain business; with opportunity of purchasing a small interest. Address 52H23, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as mgr. of country elvtr. in prospective business town by young man, several years' exp.; live wire. Address 52J13, Grain Dealers Journal, Chicago, Ill.

WANT position as manager or assistant to manager in grain elevator; experienced, capable; references. What have you to offer? Address 52E6, Grain Dealers Journal, Chicago.

POSITION wanted by experienced grain man, capable of handling any position in the grain business; now employed, desires change. Address 52J31, Grain Dealers Journal, Chicago.

YOUNG MAN experienced in grain, lumber, feed milling and livestock wants position as manager of good country station; good mixer, married. Prefer Iowa. Address 52J37, Grain Dealers Journal, Chicago, Ill.

WANT position with some good firm for coming season. 36 years old, 15 years experience, country and terminal markets in Southwest. Anything considered. Address 52H5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as mgr. of elvtr. by man with 23 years experience in handling grain, flour, feeds, coal, etc. Prefer office and sideline work, present business sold. Write Box 61, Perrysville, Ind.

WANT position as manager farmer's elvtr.; 12 years' experience; now employed. Better school reason for change. Speak English and German; married. Address 52G35, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young married man with grain and lumber experience as manager or assistant manager in good live concern. Best of references. Address 52J11, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED grain man wants position with some good firm, can manage line of elevators or handle any part of the business; young, married, can make change soon. Address 52J36, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager or agent of grain elevator, Protestant locality, and no place too large; 17 years successful management in grain, lumber, hardware, machinery, coal, flour and feed. Best of references. Address 52G8, Grain Dealers Journal, Chicago, Ill.

WANTED—Position with live wire grain firm by married man of excellent habits; over twenty years' experience in all phases of grain business in terminal market. Good accountant, understands merchandising, blending and grading. Address 52J34, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager of good elevator, line of elevators or as auditor for such line. Would consider position in the grain, traffic or accounting department of good mill; might handle 2 or more combined in small mill. Fully experienced in grain matters. Go anywhere, but prefer 250 miles S. E., S., or S. W. Kansas City. Address 52H32, Grain Dealers Journal, Chicago, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

NORTHERN OHIO—Fifty barrel mill at Monroeville, Ohio, for sale. Fine grain section. Cost former owners \$11,000; offered at \$5,000 for quick sale. Splendid opportunity. Address W. R. Pruner, Norwalk, Ohio.

BEST FLOUR MILL

opportunity available.

For sale or exchange at a genuine bargain. Located in Temple, central Texas, city of 15,000 people, on main lines of M. K. & T. and G. C. & S. F. Railroads, with branch line on Katy to Belton, and branch line on Santa Fe to west Texas and California. Transit privileges on both roads.

Brick mill building, three-stories, on stone basement, with brick warehouse adjoining. Frame warehouse; thoroughly equipped elevator; two steel tanks, each with approximate capacity 55,000 bushels; daily mill capacity 300 barrels flour, and 168,000 lbs. of meal. Plant properly managed and operated with produce one-half to one million dollars business annually.

Wonderful opportunity for party who understands the milling business and has the money and ability to operate it, not only as a milling industry, but as a profitable, wholesale and retail grain business.

Can be bought at a figure far less than its actual value.

The First National Bank,
Temple, Texas.

SCALES FOR SALE.

FOR SALE—Several used Richardson's for sale; in excellent condition. Write us size you want. Richardson Scale Co., 1900 Republic Bldg., Chicago, Ill.

FOR SALE.

A good Howe Wagon Scale, 6 ton capacity, 8'x16' platform; A-1 condition. Price is right. The McMillen Company, 717 Davis St., Fort Wayne, Indiana.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

MACHINES WANTED.

WANTED to buy good used corn cracker and grader; small size. Address Midway Elevator, Colfax, Indiana.

ENGINES FOR SALE.

FOR SALE—One Stickney 16 horse power gas engine and one 20 horse power Columbus gas engine. Both in A-1 condition, \$100.00 each. Address J. W. Mead, Sanford, Kansas.

FOR SALE—Reliable used engines for your elevator.

1—Fairbanks type "Y" 15 H. P.
1—5 H. P., 1—10 H. P.
1—15 H. P., 1—21 H. P. Otto.

Guaranteed to be as good as new engines, entirely re-built. Have been used very little. Price is right.

R. M. Van Ness Construction Co.
1901 Harney St. Omaha, Nebr.

DO YOU WANT A MACHINE that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

MISCELLANEOUS.

FOR SALE—Corrugated iron, any quantity, immediate shipment, new stock. Standard Mill Supply Co., Kansas City, Mo.

FOR SALE—Steel tank 6 ft. in diameter, 60 ft. high with a 70 degree hopper 10 gauge at the bottom and 14 gauge at the top. Thomas Page Milling Co., North Topeka, Kans.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

MACHINES FOR SALE.

FOR SALE—No. 1 Barnard 3 roller mill; electric motor 7½ H. P. New 4 ply 7 inch rubber belt 69 ft. J. A. Carden, Hampton, Iowa.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

50 BARRELL flour mill for sale, in good condition; also 150 barrel corn meal mill and other machinery. Address Kaucher Hodges & Co., Exchange Bldg., Memphis, Tenn.

NO. 333 EUREKA Horizontal Bean Washer, also No. 377 Eureka Horizontal Whizzer for sale. Both as good as new. Write for price. Bad Axe Grain Company, Bad Axe, Mich.

FOR SALE—Practically new Monarch, small single shoe general grain separator and cleaner, full equipment of screens and parts ready for delivery, price very reasonable. Lock Box 36, Buffalo, N. Y.

FOR SALE—At bargain prices for cash, three rebuilt Boss Air Blast Car Loaders. Guaranteed good as new. Load cars without scooping. Cannot injure the grain. Act quickly. Maroa Manufacturing Co., Maroa, Illinois.

FOR SALE—16" and 18" Monarch Attrition Mills, nearly new. 30 bu. corn cracker and crusher, new, \$38. 18", 20", 24" Dreadnaught Grinders. Grain scalping shoe, new, \$35. 18" American Feed Grinder, new plates, \$40. 10" Letz Cob Corn Mill, \$20. L. F. Perrin, Box 375, Port Huron, Michigan.

FOR SALE—One 24" Monarch Ball Bearing Attrition Mill equipped with 20 H. P. Westinghouse Electric Motors, direct connected to mill shafts; also oil immersed auto starter with overload and no voltage relays. Mill good as new. Current 25-cycle, 3-phase and 440 volts. James J. Pollard, P. O. Box 366, Central Station, Toledo, Ohio.

ATTRITION MILLS all makes and sizes from 16-in. to 24-in. plain and ball bearing and motor driven; 1 "J-B" Grinder; 1 9x24 and 1 9x18 feed mills; dust collectors; motors all sizes; oil engines; corn shellers; corn meal bolters; Bowsher Mills; elvtrs. all sizes; iron elvtr. boots; metal spouting; conveyors. Leather belting a specialty, pulleys; hangers, shafting. Rolls ground, corrugated. A. D. Hughes Co., Wayland, Mich.

FOR SALE—Head pulley 38" diam., 13½" face, 2½" bore; Solid pulley 36" diam., 10¼" face, 2½" bore; 35" Caldwell 9" spiral conveyors, complete with hangers. Complete set of sheaves for rope drive transmission for country elevator, about 300' drive rope 1½". All the above have been used but are in good shape. Will sell all or any part, real bargain.

Farmers Co-Operative Co.,
Roland, Iowa.

CHANGING TO ELECTRICITY—Taking out Hamilton-Corliss tandem compound condensing engine, size 10x15x30; gravity valve gear, jet condenser, Webster feed water heater, Morehead trap, vacuum gauge, one receiver gauge and other equipment. Not a wornout engine but one in good condition doing full duty when replaced March 1st. Sell fully worth your money. Sweet Springs Milling Company, Sweet Springs, Missouri.

ALL GENERAL ELECTRIC company equipment in 1st class condition; 3 phase, 60 cycle, 220 volt, complete with bases and starters; prices crated f. o. b. Manassas; 1—50 H. P. motor, speed full load 865, 13" pulley, \$400. 2—30 h. p. motors, 1 has speed full load 865, the other 1740; one 13" pulley, other no pulley, \$300 each. (Will furnish required pulley.) 3—25 KW transformers, 2300 volts primary, 110—220 secondary; complete with oil, hooks and cut-outs, \$125 each. Manassas Feed & Milling Co., Manassas, Va.

ATTRITION MILL

1-36" Sprout-Waldron ball bearing mill for sale direct connected to 2-50 h. p., 3 phase, 60 cycle, 440 volt high speed motors, complete and in guaranteed condition.

Y-r!! Fone!!! Rite!!
CONSOLIDATED PRODUCTS COMPANY, Inc.
15 Park Row New York, N. Y.

MACHINES FOR SALE.

FOR SALE—1 used McDaniel Grain Dryer in very good condition. Aunt Jemima Mills Company, St. Joseph, Mo.

FOR SALE—3 steel elevator legs, complete. 14"x21", inside measurements. Also 1500' of 12" conveyor in metal box, excellent shape. Standard Mill Supply Co., Kansas City, Mo.

NO. 760 MONITOR Northwestern Separator for sale. The machine has been used very little and is practically as good as new. Northern Elevator Co., Manitowoc, Wis.

FOR SALE—Two 25 H.P. Type Y Fairbanks Morse special electric oil engines. Two Fairbanks Morse A. C. generators, exciters and switchboard. Address Swanton Electric Co., Swanton, Nebr.

REAL BARGAINS.

Prompt Attention.

Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St.

Chicago, Ill.

SEEDS FOR SALE—WANTED

ALFALFA SEED—Original Hairy Peruvian.
Leo Turner, Yuma, Arizona.
23 years on Yuma Valley Farms.

15,000 POUNDS COUNTRY GENTLEMAN sweet corn for sale—Germination 86%—price 9c per pound. All orders shipped promptly. J. P. Easton, Monroeville, Ohio.

CAN OFFER attractive prices on red clover, alsike, alfalfa, crimson clover, hairy vetch, Wilson soy beans. Blamberg Bros., Inc., 107 Commerce St., Baltimore, Md.

HAVE A LIMITED amount of high germination extra selected **SEED CORN**, also Swedish and Canadian seed oats. Write for samples and prices. J. P. Easton, Monroeville, Ohio.

SIBERIAN and hog millet for sale; a number cars elegant quality. Prices and samples on request, also black and red amber cane seed. M. M. Summers, Willard, Colo.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

YELLOW DENT SEED CORN—2,000 bus. for sale; selected, hand picked, earliest matured; high germination test; grown in this locality. \$2.50 per bushel; f.o.b. Wagner. Shipped in new seamless cotton bags; either shelled or in ear. I. G. Corey, Wagner, S. D.

5,000 BUS. REID'S YELLOW dent seed corn, Iowa Silver Mine, red cob 90 day corn, raised on alfalfa sheep land, matured early. Husked in February; kept dry on stalk, insuring 90 to 95% germination. Hand assorted, graded. Buy your seed corn from farmer, save dollar bushel. L. C. Johnston, Seward, Nebr.



Field and Grass Seed Trade Directory

ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., The, wholesale field seeds.

Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Barkemeyer Grain & Seed Co., field seed dealers.
Johnson, Inc., J. Oliver, seeds, humus, etc.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA

McGreer Bros., whlsc. seed corn our specialty.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds
Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., seed merchant.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., wholesale field seeds.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

Scale Ticket Copying Book

Contains 150 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size 9½x11 inches. Printed on good paper. 5 sheets of carbon. Order Form No. 73, \$1.55; weight 2 lbs.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.

SEEDS FOR SALE—WANTED

COURTEEN

Seed Company

Weekly Price List on Request.
Milwaukee, Wis.

The J. M. McCullough's Sons Co.
BUYERS—SELLERS

Field and Garden Seeds
Cincinnati - - - Ohio

OUREN SEED CO.

Council Bluffs, Iowa
Buy and Sell Red, White and Alsike
Clovers, White and Yellow Blossom
Sweet Clover, Alfalfa, Red Top, Blue
Grass and all Seed Grains

L. Teweles Seed Co.

MILWAUKEE, WIS.

Grass and Field Seeds

OCTOBER CLOVER SEED

Circular just issued gives summary of
conditions and trading requirements.
Sent on request

Southworth & Co., TOLEDO OHIO
"Alive Since 1881"

KELLOGG

SEED COMPANY
MILWAUKEE, WISCONSIN
FIELD AND GRASS SEEDS

Clark's Car Load Grain Tables

(Reducing Car Load Weights to Bushels)

The eighth edition of Clark's Car Load
Grain Tables is the most complete car
load reduction table ever published.
The tables show reductions by 50-pound
breaks, as follows:

Oats and Cottonseed—Eight tables, re-
ducing any weight, 20,000 to 107,950 lbs.
to bushels of 32 lbs.

Malt—Eight tables, reducing any
weight, 20,000 to 74,950 lbs. to bushels of
34 lbs.

Barley, Buckwheat and Hungarian
Grass Seed—Seven tables, reducing any
weight, 20,000 to 96,950 lbs. to bushels
of 48 lbs.

Corn, Rye, Flaxseed—Nine tables, re-
ducing 20,000 to 118,950 lbs. to bushels
of 56 lbs.

Wheat, Clover, Peas, Potatoes—Nine
tables, reducing 20,000 to 118,950 lbs.
to bushels of 60 lbs.

The number of bushels is given in bold
faced type. Pounds are in red, bushels
in black. Printed on 40 pages of heavy
ledger paper, sewed and reinforced with
muslin, and bound in flexible keratin cov-
ers with marginal index. Price, \$2.50.
Weight, 6 ounces.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

BUYERS AND SELLERS

of Grain Elevators. You can make your wants
known quickly by advertising in the "Elevators
for Sale and Wanted" columns.

J. OLIVER JOHNSON, Inc.

TURF SPECIALIST

SEEDS—HUMUS—EQUIPMENT

1805-17 MILWAUKEE AVE.
CHICAGO

Crabbs Reynolds Taylor Company

CRAWFORDSVILLE, INDIANA

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

RUDY PATRICK SEED CO.

BUYERS AND SELLERS

Alfalfa, Sweet Clover,
Sudan, Millet and Cane
KANSAS CITY, MO.

BARKEMEYER

Grain & Seed Company
Chicago

SEEDS

Bag Lots or Car Lots

LOUISVILLE SEED COMPANY

Incorporated
Louisville, Ky.

Headquarters for

RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES

NUNGESSER-DICKINSON SEED CO.

New York, N. Y.

BUYERS AND SELLERS

Clover and Grass Seeds

North American Seed Co.

WHOLESALE GRASS & FIELD SEEDS

Milwaukee, Wisc.

"THE HOUSE OF QUALITY"

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited Send us your samples
TOLEDO, OHIO

The Stanford Seed Company

(INCORPORATED)

Wholesale Field Seeds

BUFFALO - N. Y.

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

ATCHISON KANSAS

ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas

First and Victor Streets

St. Louis, Missouri

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED



CRAWFORDSVILLE SEED CO.

FIELD SEEDS

CRAWFORDSVILLE, INDIANA

A Trial Order

GRAIN DEALERS JOURNAL

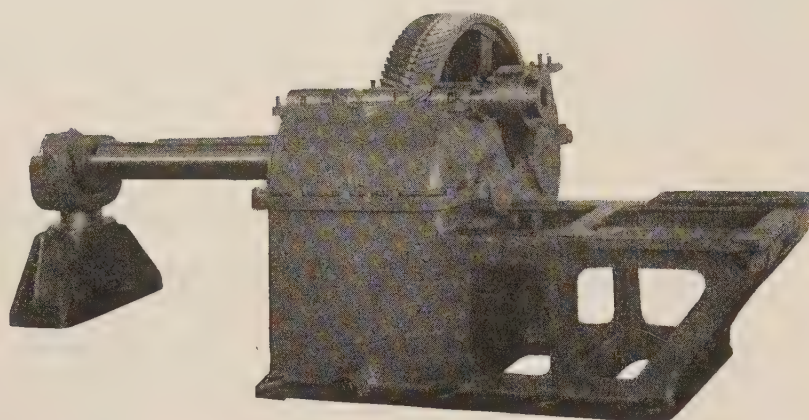
305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the
10th and 25th of each month for one year just to learn if I can get
any helpful suggestions from the opinions and experiences of other
grain dealers. Enclosed please find Two Dollars.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....



Standard 2 P. D. R. type Falk Herringbone Gear Unit —with Falk-Bibby Flexible Coupling, motor base, extended L. S. shaft to carry head sheave, and universal, adjustable outboard bearing — for small elevator head drives from economical high speed motors.

FALK Herringbone Gear Units effect substantial savings in the operation of grain elevators because they prevent power losses.

Representatives

W. O. Beyer, 1007 Park Bldg., Pittsburgh, Pa.

M. P. Fillingham, 50 Church St., New York City

Vulcan Iron Works, Wilkes-Barre, Pa.

General Machinery Co., Brown Marx Bldg.,
Birmingham, Ala.

E. C. Myers, Rialto Bldg., San Francisco

C. C. Walsh, Real Estate Exchange Bldg.,
Detroit

Mine & Smelter Supply Co., Denver, Salt Lake
and El Paso

Engineering Equipment Co., Ltd.

358 Beaver Hall Square, Montreal, Quebec,
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Falk Herringbone Gear Units provide the nearest mechanically perfect method of reducing motor speed to give proper operation of the head pulley shaft.

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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MAY 10, 1924

PRICES of all building materials are sagging, emphasizing the advantage of making needed improvements now.

THE REPEAL of the tax on telephone and telegraph messages is still in doubt so it behooves everyone interested to get busy with Congress.

THE ELEVATOR without a man lift is entirely out of date. The owner and operator pay dearly for its absence in a larger fire insurance premium on building and contents.

A **MODERN** elevator is so far ahead of obsolete equipment still found in many out-of-the-way places, the wonder is any grain merchant having a fair volume of business will attempt to continue to handle it with out-of-date facilities.

AN EIGHT-YEAR-OLD visitor to a South Dakota elevator recently leaned against an unguarded shaft and was quickly whirled into eternity. The elevator employees whom he had been watching evidently did not have the heart to drive him out of the house, although they would have done him a great favor had they put him out.

A **TRAVELER** calling on Illinois elevators was recently asked if the country houses were kept clean. He immediately responded with "If I had the dust, dirt and chaff lying around the average country elevator, I would start a feed mill; for in many houses it is a foot deep on the working floor." That testimonial would not delight the men who are writing fire insurance on those dirty houses.

GRAIN MERCHANTS who favor the supervision, regulation, persistent interference with their business by political potboilers at Washington are not in business today. They retired from the grain business some years ago and went into politics.

OUR "Grain Trade News" columns give convincing proof of the growing popularity of non-combustible roofs for grain elevators. Wood shingles are being tabooed by every elevator owner desiring to reduce the fire hazard and the cost of insurance.

PLACING a grain tight hopper bottom in a flat bottom bin is sure to save more time and labor each season than the cost of the improvement. Why any wideawake grain merchant will permit his business to be handicapped with an old style flat bottom bin is a mystery.

AN ELEVATOR MANAGER at Galveston, Ind., was caught by a belt recently and badly injured after being wound around pulley and dashed to floor. When he returns to work his first duty will be to place safeguards around all moving machinery; something he should have done long ago.

YOUR FARMER patrons will not bring you any heat damaged grain if they are warned, cautioned and urged to take good care of their wheat immediately after threshing and before hauling it to market. The article published in this number on ventilating farmer's cribs is a timely suggestion.

CHARLES HOLLAND of Wapella, Ill., insists he will never ask for anything better than rope to transmit power to his cupola. He has been operating his present house for twenty years and his rope drive gives no sign of wear. He denies that he has done anything except keep the rope dry and free from interference. That is surely a splendid record for a country elevator.

ONE OF THE vicious provisions of the tax bill as finally passed by the Senate assesses a graduated tax on undistributed corporate earnings. Many small corporations have put most of their earnings back in the business. Some represent an investment today of more than ten times the original stock issued and yet they have not increased their capital stock. The Congressional economist (?) combined with the business baiters seem determined to make a woeful mess of our whole taxing system.

FEED MILLS are proving a very profitable side line for grain elevator operators in all of the older sections where the elevator men had backbone enough to ask a fair return on their investment. One item of expense which few men grinding feed take into consideration is depreciation. In addition to earning a fair interest on the amount they have invested in feed grinding facilities they should allow at least 15% for a renewal fund because if they do much grinding they are sure to need new plates and eventually a new mill. Before they can begin to estimate a profit they must in fairness to their business, charge up a fair percentage for interest and for renewal.

THE TIME to repair your elevator is between crops when the farmer is so busy at home he will not think of bringing grain to market. Making needed repairs after the crop has started to move is entirely satisfactory to your competitors, but it drives away customers and reduces the return from your investment.

SEVEN HUNDRED thousand farmers will be asked next September by the department of agriculture to report on the acreage harvested or to be harvested on their farms in order that the department may have a better basis than has been available heretofore for making accurate acreage estimates. The plan is good and should result in more dependable crop reports even tho many far-seeing farmers under estimate their acreage in hope of boosting the price.

MIXING GRAIN is always most aggravating to the elevator operator and sometimes quite expensive. It can be prevented, in fact there seems no excuse for not preventing it. Obsolete or wornout equipment is always the most expensive obtainable. The well equipped up-to-date house is a perfect stranger to choke-ups and mix-ups. When a shipper's account of sales calls for an extra charge for separating wheat from oats, he immediately investigates to find out who shipped the oats. While a broken spout or a leaking bin wall may settle the question, it does not appease his wrath or relieve him from loss.

MERGERS of terminal elevator properties at certain markets under a single control are being considered with a view to coping with the demands of labor, of threatened federal grain handling and of pool operations. It is but natural that if the government of the farmers create a monopoly the operators of the elevators will come to a mutual understanding in self-defense. Unless this is done when the government takes over the control of grain shipments it could concentrate all the business in a few elevators, forcing the others to stand idle at a loss. Governments and pools always prefer to deal with interests that can offer definite terms in a large way, so it is unlikely the anti-trust act will be invoked against any grain elevator combination.

WHILE VISITING an elevator in Eastern Illinois recently one of our staff came upon a basket of battered bolts, nuts, bent nails and other scraps of iron, all of which bore evidence of hard usage. Investigation developed the fact that all of this tramp iron was taken from an attrition mill in the elevator. A strong magnetic separator in that plant would have greatly reduced the cost of power as well as the cost for new plates for the mill. Then, too, if the grain receipts were quickly run over the magnetic separator, this scrap iron could be returned to the farmer who sold it for grain. Careful feed manufacturers will not permit any feed to be shipped until it has been run over magnetic separators and all iron removed. The danger to live stock from eating feed heavy laden with scraps of iron is such that the average feed grinder is not willing to take chances. It is far better for all concerned to keep the tramp iron out.

DEALERS WHO build large storage houses at interior points should carefully consider the matter of fire protection and the correction of fire hazards. Occasionally we receive reports about the burning of a first class elevator without any real effort being made to extinguish the flames. The construction of grain storage in large units at points where fire protection is not of the best providable needs to be given the careful supervision of an experienced fire hazard expert, else the rate of insurance will be almost prohibitive. A weak foundation is sure to throw machinery out of alignment and result in friction and fire. Large bearings with positive lubrication will always prove a profitable investment in that the power requirements will be reduced as well as the fire hazard.

GRAIN DEALERS owe it to themselves and their brother dealers not only to protest against the Socialistic price-fixing McNary-Haugen Bill, but to induce all their friends to join in the protest. No merchants identified with any line of business would cherish the absorption of that line by the government, yet this bill would put the government in the grain business and be but a step to its engaging in many other lines of trade. Everyone knows that government operation always makes for waste and inefficiency, but many of the radical politicians feel constrained to favor this bill because it meets with the visionary ideas of the radical agitators making their headquarters at Washington. The time to protest is now and every day until Congress adjourns.

WINNIPEG has taken first place as the world's greatest speculative wheat market. During the past three weeks the fluctuations of its future market as evidenced by the daily opening, high, low and closing quotations have justified the professional traders who have transferred their dealings to the Canadian center by yielding profits that were denied them in the leading American market. The Canadian visible supply is so concentrated at Fort William and lower lake ports as to be a greater balance wheel for the Winnipeg market, making it safe to deal there on the largest scale. While this has been true for several years past it is only during the past few weeks that the professional "dope" has "worked" at Winnipeg when it failed to do so at Chicago.

THE RIGHT of trade associations to discuss operating expenses, sources of supply, prices, competition, etc., has been denied by that aggregation of wiseacres known as the Federal Trade Commission, but merchants everywhere doubt the right of the government to prevent such discussions and it seems likely that the United States Chamber of Commerce will take steps to have the rights of trade associations legally defined. The trade commission has always exerted itself to find bad in everything done by the merchants of the land. It seems to have been obsessed with the idea that its duty was to ferret out all violations of trust laws and to stop those engaged in any line of trade from continuing unlawful practices. Evidently the Commission from the start has presumed that it had an authorized monopoly of honesty, morality and integrity.

ALL SIDE lines can not be expected to prove profitable in all places, hence it behooves grain dealers who contemplate taking on a side line to canvass the field thoroughly and carefully consider whether the desired line gives promise of a profitable business without winning the enmity of a merchant already handling that line. It would be far better to forego the side line than to establish it and thereby induce regular handlers of the side line to take on grain as a sideline.

THE COST of operating pools is so much greater than the cost of marketing the same commodities through the regular established dealers it seems unbelievable that the farmers of the land would persist in wasting their money through the organization or employment of pools in marketing any commodity. The regular established dealers have generally been willing to market the grain for their own account at much less than the pool was willing to pay them to handle the commodity from the farmers' wagons to the cars, without any responsibility of ownership.

RADIO has cut down the demand for printed closing market price information, one publisher of a daily market bulletin declaring that the sales of his market report have been reduced 40 per cent, part of which is due to the desire of terminal grain market receivers to reduce their mailing expense. Besides the postage and printing, considerable clerical labor is involved in sending out the circulars every day. An idea what this useless duplication of service amounts to may be gathered when it is considered that the Farmers Elevator at Eagle Grove, Ia., got 32 identical market circulars from different firms in the same market every day.

Pools Can Strike Back at Critics Thru the Courts.

The decision by the Supreme Court of Wisconsin published rather fully elsewhere in this number of the Journal should be read by all dealers who would know how far they can go in persuading farmers not to live up to their contracts with pools.

While there have been several suits by pools to force members to abide by their contracts, this is the first decision in a suit brought by a pool to keep a dealer from buying the crop.

The court issued an injunction against the dealer, preventing him from buying the crop of pool members, only because the dealer in this case had been active in making statements criticizing the pool, indicating a purpose, in the opinion of the court, to obstruct the operation of the pool.

Virtually this establishes a censorship over the utterances of buyers of farm crops, since if it can be shown by the pool management that the dealer has been making statements calculated to make members break their contracts and has named the pool in question in his remarks or letters, a court will issue an injunction restraining him from buying from pool members. While dealers are free to condemn pooling and poolers in general, it is inadvisable for them to refer to any pool by name if they desire to be untrammelled in buying a crop grown by members of that pool.

Inspect Scales Regularly.

Grain buyers who are careful to have their wagon scales inspected just before the busy season and occasionally after the rush sometimes neglect to have expert attention given to their loading out scales, feeling that the destination weights are usually taken in settlement and afford a sufficient check. It is a fact that the loading out scales are not in as good a condition in many elevators as are the loading in scales.

The loading out scales need as much attention as the others and both should be regularly tested, for the reason that the destination weight sometimes is far off the weight loaded, due to a wreck en route to the terminal market or a leak in transit. Where a difference in the wagon scale might amount to a few pounds on each load the loss in transit might be several thousand pounds on a carload.

Clever claim agents of the railroad companies make it a practice when a shipper files claim for shortage to address a letter to the state scale inspector inquiring when a certain shipper's scale was last tested. Unless the shipper can show he had an expert from the shops or from the state grain dealers ass'n put his scales in good order only a few months prior his weights are open to attack and he may have to submit to an unjust deduction from his claim.

Planning a Terminal Elevator.

Some prospective builders of grain elevators, especially those designed for terminal market service, canvassing the field to find terminal elevator facilities suited to their needs generally ask for preliminary proposals including sketches and outlined plans. Some grain merchants and millers call in an experienced elevator builder of good repute, tell him what is wanted and instruct him to go ahead and build it. Others take the precaution of asking for preliminary proposals from several different designers in the hope of getting advanced ideas in arrangement, construction or operation.

As a rule the miller or the elevator man considers himself morally bound to accept the proposal of some one of the designers he has asked to submit outlined plans, and if any of the ideas of the discarded proposals are accepted, then some compensation is tendered to the designer for the privilege of incorporating his ideas in the building of another.

Some of the buyers of large elevators, having no conscience, throw fairness to the winds, grab the proposals of all the well intentioned designers and throw them into the hands of still another designer with the avowed purpose of stealing the best ideas in all of them and incorporating them in a new proposal. No one has ever attempted to defend such piracy, but a few persist in following it.

The wonder is that the designing engineers specializing in grain elevator work do not refuse to submit preliminary proposals to any prospective builder unless he agrees to give his contract for final plans to one of the competing designers. Cutthroat competition combined with unscrupulous methods on the part of builders of large elevators has made it difficult for experts specializing in structures

of this character to realize a sufficient return from their labor to justify their continuing to serve the trade in this capacity. While they may have the remedy in their own hands, at the present writing they seem to be entirely at the mercy of the unscrupulous buyer.

The Extravagance of a Cheap Belt.

Cheap belting which gives out when called upon to handle the first real run of active business is the most expensive obtainable for elevator equipment and also the most undesirable.

Recently a new modern elevator stood idle ten days at a time when good roads permitted an active hauling of grain from the adjacent farms, all because the barn builder had been permitted to install the cheapest belt obtainable. It never ran true so its buckets were continually catching on the casing and after breaking many times it reached a condition beyond repair and the entire plant was forced into idleness all because of the small saving effected by buying the poorest instead of the best belt obtainable. The profit on the business lost any day that house was idle would have paid for a real belt. It is in economizing at every turn frequently indulges in extreme extravagance and all unintentionally.

Government Aid Impracticable.

Special legislation intended to "aid" the farmers has given Montana considerable experience during the past five years. A large proportion has been undesirable. A fortune was sunk in the attempt to give cash aid. One county, as a result, was confronted with such a situation that all on its board of commissioners resigned rather than face criminal proceedings in court.

John C. O'Grady, deputy clerk and recorder of Sheridan County, was arrested at Plentywood on Apr. 3, last, charged with a shortage of over \$2,000 collected from the farmers. The farmers had borrowed funds from the county in 1920 to buy seed wheat. Bonds of \$5,000 were given by the accused.

Other shortages appeared in connection with seed loans from the counties and from the federal government. One federal agent expressed the opinion that not over 30 per cent of the loans would ever be collected. In Montana the greatest clamor for loans was raised by the people who immediately started devising ways and means of evading liability. Erroneous descriptions which voided the lien are said to have been used.

Government aid has proven that persons who seek public charity do not like to pay back. In the wheat growing territories of the state, aid has been given the farmers in their fight against grasshoppers. It was learned that it was necessary for county authorities to mix the ingredients of bran, arsenic and syrup before distributing. Otherwise some farmers would feed the bran to their stock, put the syrup on the table, and throw the arsenic down some gopher hole that even the gophers had deserted. Perhaps the farmers are not more unscrupulous than others. Only government aid removes the incentive that makes for common honesty and personal effort.

Among the Montana leaders for the McNary-Haugen bill are a large number of persons of very limited experience in tilling the soil and among the most active are swivel-chair farmers. But they can shout "Aid for the farmers," just as loudly as any of them.

Dealer May Be Enjoined from Buying from Pool Member.

The Supreme Court of Wisconsin on Feb. 12, 1924, denied M. H. Bekkedal & Son a rehearing of the decision restraining them from buying tobacco from members of the Northern Wisconsin Co-operative Tobacco Pool.

M. H. and Lloyd Bekkedal had their principal place of business at Viroqua, Wis., had been engaged in the purchase of tobacco for 30 years, and had warehouses, plants and equipment in excess of \$1,250,000; and in their defense alleged that unless they could purchase such tobacco as is offered the good will established by the partnership would be destroyed and rendered valueless.

The plaintiff alleged that defendants are maliciously and falsely representing to plaintiff's members that the officers and agents of the plaintiff are not dependable or trustworthy, and that the grades established for the tobacco of its members are unfair, and that the prices which the members will receive through the said plaintiff are wholly inadequate, and that they are offering to pay for tobacco of members of the plaintiff prices which they know are more than the tobacco is fairly worth in the open market, and that all of said things are done in pursuance of the conspiracy and design on the part of defendants, and particularly M. H. Bekkedal & Son, to damage, injure, and destroy the business of the plaintiff, by destroying its contract relations with its tobacco-growing members.

The prayer is for judgment enjoining the defendants from interfering in any manner with the contracts of plaintiff and with any of the business matters of plaintiff, and particularly that they be enjoined from buying or attempting to buy any tobacco from any persons having contracts with this plaintiff, and from receiving or attempting to receive from any persons having contracts with the plaintiff any of the tobacco grown by them in the year 1922. Upon this complaint, supported by various affidavits, a temporary restraining order was issued, which was continued until the final determination of the case.

Appellants' contention that plaintiff constitutes a monopoly and an unlawful combination in restraint of trade, condemned by section 1747e, is based on the following considerations: (1) The contract is not to take effect until 75 per cent of the growers of tobacco in Wisconsin signed similar contracts; (2) the provision in the contract that the member will pay to the association the sum of 5 cents per pound for each pound of tobacco produced, but not delivered by him according to the provisions of the contract; (3) that the admitted purpose and conduct of the plaintiff was to combine at once 100 per cent of the growers in Wisconsin, and obtain a complete monopoly; (4) that the Wisconsin tobacco crop is peculiarly subject to monopolization, because of its distinctive quality; (5) that the plaintiff pool established a price upon its crop which was a monopoly price, as appears by the fact that the price once fixed by the pool was to continue for the whole season, and the prices fixed by the pool were regarded by it, due to its control over the market, as the market price, and anything beyond was classed by it as in excess of the true market price so fixed; (6) that the plaintiff acquired such monopolistic control over the tobacco crop of Wisconsin as to be able to disorganize, in its first season, the entire distribution and marketing system of tobacco in this state; and (7) that the plaintiff acquired such monopolistic control over the tobacco crop in Wisconsin as to be able to exercise monopolistic discrimination in the distribution of the Wisconsin tobacco crop among the buyers of tobacco.

Method of Attacking Pool.—Notwithstanding the fact that plaintiff offered to sell them 1,000,000 pounds of tobacco, they never made any reply to the offer, but, instead, sent out their agents and solicitors, and at the time of the commencement of the action were engaged in inducing growers, who were members of the plaintiff corporation and under contract to deliver to the plaintiff their 1922 crop, to breach their contracts with the plaintiff and to sell and deliver their respective crops to the Bekkedals. The son, Lloyd Bekkedal, testified that it was the intention of the Bekkedal firm to go out and try to buy 2,500,000 pounds of tobacco from plaintiff's members, and, that, but for the service of the temporary restraining order, they would be "going yet."

The lower court specifically found that the defendants had deliberately solicited persons, known by them to be signers of the contracts with the plaintiff, to break said contracts, and agreed to indemnify and protect such growers against damage to the plaintiff for or on account of such breach; that they represented to such growers, for the purpose of inducing them to breach their contracts, that the contracts were inoperative, and that they endeavored to create dissatisfaction by telling said growers that the price they were to receive for their tobacco from the plaintiff was too low, and that

their tobacco was worth more than the plaintiff would pay, and offered and agreed to pay them more for their said tobacco than they would receive under plaintiff's contracts.

The Supreme Court said: We consider the law well settled that one who maliciously induces another to breach a contract with a third person is liable to such third person for the damages resulting from such breach. *Martens v. Reilly*, 109 Wis. 464, 84 N. W. 840; *Knickerbocker Ice Co. v. Gardiner, Dairy Co.*, 107 Md. 556, 69 Atl. 405, 16 L. R. A. (N. S.) 746, and note; *Wheeler-Stenzel Co. v. American Window Glass Co.*, 202 Mass. 471, 89 N. E. 28, L. R. A. 1915F, 1076, and note; *Swain v. Johnson*, 151 N. C. 93, 65 S. E. 619, 28 L. R. A. (N. S.) 615, and note; 36 Har. Law Rev. 663.

Not Permissible to Buy in Open Market.—Appellants concede the doctrine that, where one knowingly induces the servant or employee of another to breach his contract of employment, or where the interference of a third person is from malicious motives, or by the employment of methods not regarded by the law as proper, the party so offending must respond in damages. But they claim that this case falls within the principle that, in the interest of free trade and competition, it is permissible for any one to purchase in the open market products offered to him, although the person offering such products for sale may be under contract to deliver all or some of the products to some one else.

This pooling legislation, being enacted subsequent to the enactment of our general anti-trust statutes, must be considered as modifying the scope of the former, and the validity of plaintiff's contracts, or the effect of their operation so far as they constitute a restraint of trade, is not to be tested by the provisions of section 1747e, or court decisions condemning contracts under similar legislative provisions. This legislation providing for the organization of co-operative ass'ns manifests a clear purpose on the part of the Legislature, not only to authorize, but to encourage, co-operative effort along the lines to which the legislation is made applicable, and to legalize practices which no doubt were of questionable validity prior to the enactment of such legislation.

The reasons for promoting such legislation are generally understood. It sprang from a general, if not well-nigh universal, belief that the present system of marketing is expensive and wasteful, and results in an unconscionable spread between what is paid the producer and that charged to the consumer. It was for the purpose of encouraging efforts to bring about more direct marketing methods, thus benefiting both producer and consumer, and thereby promoting the general interest and the public welfare, that the legislation was enacted.

Pool a Legalized Monopoly.—We therefore hold that the validity of the plaintiff organization and its operations must be tested, not by the former public policy of this state with reference to combinations and agreements in restraint of trade, as declared by section 1747e, but by the provisions of the co-operative ass'n statutes. So far as the contract is concerned, it seems to be in conformity with those provisions. The statute specifically provides that any number of persons may organize as a co-operative ass'n. This language negatives any legislative purpose to limit the number of persons that may so organize, and the fact that 75 per cent or even 100 per cent of the tobacco growers of the state affiliated with this association does not render its organization illegal or its operations unlawful.

It may be and probably is true that the organization and operation of this ass'n had a very serious effect upon defendants' business in the various respects above set forth, but it is to be remembered that the very purpose of the legislation was to bring about a different system of marketing, which must of necessity injuriously affect middlemen, (and such is the Bekkedal firm). The effect of the operation of such ass'ns upon business in general cannot be considered in determining the legality thereof or their operations, because the public policy which formerly condemned them now encourages their existence and operation. If they have no effect upon business as heretofore existing and conducted, then their existence and operation, as well as the legislation promoting them, is futile and to no purpose.

The effect of similar legislation upon prior existing public policy is considered in *Tobacco Growers' Co-operative Association v. Jones*, 185 N. C. 265, 117 S. E. 174; *Brown v. Staple Cotton Co-operative Association (Miss.)* 96 South. 849; *Hollingsworth v. Texas Hay Ass'n (Tex. Civ. App.)* 246 S. W. 1068; *Poultry Producers of Southern California v. Barlow*, 189 Cal. 278, 208 Pac. 93—all of which are in harmony with the conclusion we have reached.

We are not called upon to consider questions of classification, as the statute authorizes the formation of co-operative ass'ns, not for the purpose of conducting a particular or a limited class of businesses, but, by its terms, it applies to agricultural, dairy, mercantile, mining, manufacturing, or mechanical business. This provides a very wide field for the operation of these ass'ns, and relieves the law of any suspicion arising on its face at least of special or class legislation. Whether the plaintiff ass'n constitutes a monopoly or an unreasonable re-

[Concluded on page 570.]

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Interest on Claim?

Grain Dealers Journal: We have claim pending against the C. & N. W. Ry. filed about one year ago. They ask us to wait little longer until they can get all communications about the car; this car was leaking in transit. We have asked them for payment with interest. Can we collect interest? Please let us have your opinion as to collecting interest on a claim.—Frazier & Son, Nevada, Ia.

Ans.: The courts allow interest on claims if the shipper puts in a claim for the interest, otherwise not. On claims for conversion interest dates from conversion; on claims for overcharge from date of payment.

On claims that are in dispute interest is not allowable until the amount due is made certain.

Request by the carrier to wait does not have the effect of keeping the claim alive indefinitely. Granting the railroad company more time postpones the running of interest on the claim.

Would 2x4 Cribbing Suffice?

Grain Dealers Journal: We are considering the building of a 75,000-bushel cribbed elevator. Cribbing as planned would rise 60 ft. to the plate or top of bins. How far up should we use 2x6 cribbing? Would it be practicable to build bins of this depth using only 2x4 cribbing? Could we rod such bins so as to strengthen them sufficiently to withstand the average windstorm? Any light on this subject will be greatly appreciated by one who desires a good house that can be depended upon to protect our grain from storms.—Smith & Hight.

Ans.: It is not practicable to build cribs of 60-foot depth using only 2x4-inch cribbing. The usual and best practice in country elevator construction is to use 2x4 cribbing only in the upper 20 to 25 feet of the bin. For the next 18 to 25 feet use 2x6. About 45 feet down from the top of the cribbing start with 2x8 to the bottom. In a house at Weiston, Ia., described in the Iowa news items in this number of the Journal 15 ft. of 2x8 is used in the lower part of 60-foot bins. Most country elevators are under 50 feet and so do not require 8-inch wide cribbing.

Taking Discount Without Allowing Reinspection?

Grain Dealers Journal: On Mar. 4 I sold to a grain firm at Topeka, Kan., thru their agent at Beatrice, Neb., a 60,000 capacity car of No. 3 white corn for 67 cents my Rock Island track. I billed this car to Topeka as per their instructions.

The car was a small 60 and we had to load it to roof to get in maximum weight.

A dock of 2 cents was taken on the returns because the corn graded No. 4. The inspection certificate shows weight per bushel 54.8, damage, 6.5, and moisture, 16.3. I believe the corn was graded No. 4 because they did not take a fair sample, as the damage was right in the door where the spout delivered and naturally all dirt and light grain was at this point.

I have been told they had no right to unload and dock me on this without first notifying me and giving me a chance for reinspection. They claim they notified their agent at Beatrice, but if they did he never notified me, or I would have demanded reinspection, because I know this car would have graded No. 3 with fair inspection.—A. L. Burroughs, Rockford, Neb.

Ans.: Under the law and as trade contracts usually are made a car of No. 4 can not be ap-

plied on a car of No. 3 without the consent of both parties to the contract. If the buyer applies the car without the consent of seller he loses the chance to take a discount, and under the trade rules unloading constitutes acceptance.

Seller had a right to prompt notification of failure to grade. If buyer had not unloaded the car he could have made the seller some trouble, as buyer could not have been forced to take the car even at a discount as his contract called for No. 3. Loading a car too full for inspection is a bad practice, as an inspector can refuse to give a certificate, or if he does, he can place on it a notation that the grade is subject to change on unloading.

Rhode Island Dealers Organize.

The Rhode Island Grain Dealers Ass'n was organized with 13 charter members on Mar. 17. Edw. J. Hurd, Providence, R. I., led the organizing. Harold Campbell is sec'y.

Outlining the future activities of this ass'n, Mr. Hurd said:

"We are sure its influence will be helpful to every grain dealer in the state, whether a member or not, and will result not only in establishing a better and more solid friendship among the good grain dealers, but the getting together occasionally and solving some of the problems that come up which are now solved individually will be of great benefit.

"We hope to establish a credit bureau, which is greatly needed by the grain men, where credits can be determined and opinions discussed regarding them. We are sure it will prove a move towards stabilizing the grain and hay business of Rhode Island, which certainly needs a good tonic."

Dealer May Be Enjoined from Buying from Pool Member.

[Continued from page 569.]

straint of trade tested by public policy existing prior to the enactment of our co-operative ass'n legislation, would present a most interesting question. But in view of the conclusion we have reached a discussion of that question would be to no point and would constitute a mere superfluous effort.

Can Buy from those Who Voluntarily Quit—There is one respect, however, in which it is considered the order should be modified. If a member should voluntarily sever his relations with the pool, by breaching his contract, and withdrawing his membership therein, and placing his tobacco for sale upon the market, no reason is perceived why appellants should be denied the privilege of buying his crop. To that extent and for that purpose the injunctive order or judgment is amended, by inserting after the words above quoted the following:

"Providing, that these restraints shall not prohibit the defendants from purchasing tobacco from those who shall have voluntarily breached their contracts with respondent, severed their relations therewith, and withdrawn their membership therein."

As so modified, the judgment is affirmed. It is considered that this modification shall not affect the question of costs. Costs will be taxed in favor of respondent.

Motion for rehearing denied, with \$25 costs.—197 N. W. Rep. 936.

PLANTING of a trap crop from four feet to a rod wide between the fields of corn and wheat is advised by Dr. Leonard Haseman, entomologist of the Missouri agricultural experiment station, as an added and effective means of preventing chinch bug migration into the corn. Last year's experiments with trap crops and calcium cyanide proved successful.

A DELEGATION of C. B. & Q. officials recently conferred with the Kansas City Board of Trade in an effort to get the exchange to withdraw its plea, at present before the Interstate Commerce Commission, requesting lowering of freight charges on grain and grain products from Kansas City to Arkansas, Tennessee, Louisiana, Mississippi, Alabama, Georgia, Florida, North Carolina, and South Carolina. The Kansas City exchange claims that its market is discriminated against, on Southeastern business, in favor of Omaha and other competitive points. Burlington officials intimated that the road would cancel transit privileges now used by the Kansas City market, and give the same reduction in rates to Omaha, Sioux City, and other competitive points, should the Board of Trade pursue its case and win a favorable decision from the commission.

Timely Hints for Foresighted Elevator Operators.

BY J. M. SCOTT.

If country elevator operators would turn their flexible spouts one-quarter way around every 20 cars loaded, the wear all around would be more uniform.

Non-chokable elevator boots will not only save much time, labor and grain, but they will increase the handling capacity of the elevator and reduce the tension on customers patience.

If you are not ready to give your house a general overhauling and repairing, you can at least greatly improve its working by a vigilant inspection of the entire house, a thorough cleaning outside and inside.

This means a cleaning and adjustment of all bearings as well as the cleaning of oil holes so that the oil can reach the bearing desired. Few operators believe that oil all over the floor helps to reduce friction, but the majority of them pour it there with a wastefulness that is wanton. Some bearings no doubt will be greatly improved by rebabbitting.

Anyone can tighten up cup bolts and replace those buckets which have been torn off, but the accurate adjustment of friction clutches requires more care and mechanical skill.

Dealers who are so unfortunate as not to be visited occasionally by a competent scale inspector owe it to themselves and their customers to make every effort to level up their scales and test them for accuracy with the scales of others. Rotten, weak timbers or girders should not be tolerated as they are sure to give way at a busy time and prevent the correct weighing of grain.

Make sure that your shafting and pulleys are running true.

Ample clearance for belts, ropes and chain drives will save power, reduce friction and fire hazard.

The safeguarding of all moving machinery by rails or guards may save a life of a helper or a customer.

If you are using gas power it would be well to clean out your supply tank thoroughly as well as all pipes and valves. You may not need your engine next week, but when the grain commences to move you will need it every hour. Now is the time to put it in prime working condition.

If it is proper to undertake by law to raise the price of certain commodities, why shouldn't laws be passed to force reduction in prices of commodities selling relatively higher than normal, J. C. Mohler, sec'y of the Kansas Department of Agriculture, wanted to know when he joined with Governor Davis of Kansas, in refusing to sign the petition in favor of the McNary-Haugen bill. He said he did not feel authorized to sign in his official capacity.

Commerce

I come no more in gray disguise,
With grasping hands and greedy eyes,
Living on larceny and lies.

No longer do my mighty hosts
Of ministers and servants boast
Of giving least and getting most.

But now, with eyes greed cannot blind,
With open hands and willing mind,
I live in SERVICE to mankind.

And hold him first among the rest
Who bears this motto on his breast;
"He PROFITS most who SERVETH best!"

Recovered for Shortage on "Clear Record" Car.

A car arrived at Chandler, Okla., with what the court describes as "conclusive evidence" that the seals had not been broken, nor the doors opened, nor the contents disturbed until buyer, H. Cannon, checked out the bags of feed short.

What the court also describes as "positive evidence" was that shipper, Blackwell Milling & Elevator Co., at Blackwell, Okla., had delivered and checked to carrier the full number of sacks sold and paid for.

Cannon brought suit against the milling company and two railroad companies and the jury gave him judgment for the full amount, holding that the shortage in some unaccountable way must have happened at point of loading. This judgment was affirmed by the Supreme Court of Oklahoma Feb. 12, 1924.

The ever present question as to proper party to make claim against the carrier was introduced by the milling company in its defense alleging that the sale was f.o.b. Blackwell and that having delivered to the carrier the full number of bags, it was not liable.—224 Pac. Rep. 342.

Refuses to Mislead Farmers.

Even were I insincere enuf to support this unsound measure (the McNary-Haugen bill) I couldn't afford to do so. My life work is an endeavor to improve conditions for farmers. If I lured them into following any such fantasy as the McNary-Haugen scheme, when the inevitable reaction came my usefulness would be destroyed and I would be ruined utterly. Were this measure to be enacted into law, its practical working-out would leave the men who fathered it without a shred of reputation.—Dr. Wm. M. Jardine, pres., Kansas State Agricultural College.

James S. Denyven Dies.

James S. Denyven, long and familiarly known in the Memphis trade as "Jim," died in his office on the afternoon of Apr. 24. He must have died quietly for his stenographer noticed nothing unusual until C. G. Robinson, a fellow worker of Mr. Denyven's, came in. Mr. Denyven, troubled with his heart for some months, was leaning back in his chair, lifeless. He was 57 years old; and is survived by his wife. He had several Minneapolis and Chicago accounts and everyone in the trade held him in high esteem.



J. S. Denyven, Memphis, Tenn., Deceased.

Sapiro Opposed to the McNary-Haugen Bill.

Aaron Sapiro, in a recent letter to the Northwestern Miller, wrote: "I have never heard of any such grain company merger; nor would I, under any circumstances, be connected with any such plan; nor have I ever discussed anything remotely like that with Grey Silver or any other person; nor would I be likely to be in any way identified with a project of which Grey Silver was the head."

"I am completely opposed to the McNary-Haugen bill in the form in which I last saw it. I then had the feeling that it was a monumental blunder; that it would tax the consuming public of the United States from 20c to 50c a bushel on wheat—on a purely artificial and arbitrary basis, not connected with legitimate merchandising; and that it would induce still greater overproduction and utterly ruin any chances of the wheat growers to place the wheat growing industry on a sane, profitable basis."

Wheat Pool Members May Realize 65 Cts. a Bushel.

"The Colorado Grain Growers' Ass'n seems to be having some difficulty explaining to their farmer members why they did not get as much for their wheat as non-members. Last fall non-members received on an average of 90 cents per bushel for wheat, while members who pooled wheat with the association were advanced 55 cents. Auditors are now going over the books in an effort to determine the settlement price on the members' wheat. It is said that the settlement price will be on a basis of about 85 cents, minus deductions for storage, overhead and interest charges, estimated at approximately 20 cents per bushel, or a final settlement to the farmer of around 65 cents. It would not do to advise the farmer at this time as to what the settlement price will be, so they will make no settlement until November, it is understood. In the meantime sufficient information has leaked out to cause some of their members to take action to turn over their farms to their sons and daughters in an effort to avoid fulfilling the grain growers' contract. The grain growers are preparing to carry the matter into the courts, claiming that the contract specifically states that any sale or transfer of title to land is subject to existing contracts."—F. F. Thompson, with Bennett & Co., Chicago.

"Idaho Producers Lost Millions Thru Pool."

Marcus A. Means, Idaho's Commissioner of Agriculture, in a recent letter to C. C. Scates, Pres. of the State Bank of Dodge City, Kan., wrote as follows:

Regarding the Northwest Wheat Growers Assn's pool of wheat, and its success, will state that it has lost millions of dollars to the producers in the state of Idaho.

The growers received various prices for their wheat, in fact, I have letters in my files where some growers never received one cent for their 1922 crop, and the payments for the wheat ranged from forty cents to eighty, when they could have sold for cash to old line buyers, many of them being large exporters. The farmers would have had their money early and would have stopped all warehouse charges, insurance and interest, while in the case of the pool, the payment was made on installments, some of which were a year coming back to the grower.

I can see no objection to the farmers owning a business institution if they get the proper management, which you and any business man knows is ninety per cent of the success of any institution. The most of these organizations, as I see them in Idaho, are organized by agitators along the line of envy and hatred against home business men. In these organizations they charged them so much apiece, and as soon as the organization was formed, they went off and left the producer holding the sack, with an incompetent management. The fact of it is our business and professional men of the United States have grown into the attitude that if they oppose an agitator, they might lose a dollar, and through this attitude they have turned over to the agitator a great field for his propaganda.

Program Oklahoma Meeting.

May 20-21, Oklahoma City, Skirvin Hotel. Address of welcome—O. A. Cargill, Mayor. Response—E. S. Bouldin, Muskogee, president of the Ass'n.

Secretary's annual report—C. F. Prouty.

Compulsory Pool Provided For in the McNary-Haugen Bill—B. L. Hargis, Kansas City, Mo.

Looking Forward—V. E. Butler, Grain Dealers' National Fire Ins. Co., Indianapolis, Ind.

Financial Situation—Frank J. Wykoff, president, Tradesmen's Nat'l Bank, Oklahoma City.

Export Conditions and Their Effect on Grain Values—Jule G. Smith, Fort Worth, Texas.

Oklahoma Crop Conditions—Carl M. Robinson, statistician, U. S. Dept. of Agriculture.

Railroad Legislation—Chas. D. Morris, Chicago, Ill.

F. E. Watkins, president, Grain Dealers' National Ass'n, Cleveland, O.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

May 14, 15, 16. Kansas Grain Dealers Ass'n at Kansas City.

May 19. Panhandle Grain Dealers Ass'n, at Amarillo, Tex.

May 20, 21. Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 23, 24. Texas Grain Dealers Ass'n at New Braunfels, Tex.

June 5, 6. American Feed Manufacturers Ass'n, at Chicago.

June 12, 13, 14. Southern Seedsmen's Ass'n at Atlanta, Ga.

June 16, 17. Wholesale Grass Seed Dealers Ass'n at Chicago.

June 18, 19. Ohio Grain Dealers Ass'n, at Lima, O.

June 18, 20. American Seed Trade Ass'n at Chicago.

June 20, 21. Northwestern Grain Dealers Ass'n at Glacier National Park, Montana.

July 1, 2, 3. National Hay Ass'n at Cedar Point, O.

Sept. 22-23-24. Grain Dealers National Ass'n at Cincinnati, O.

DAWSON, Y. T.—Wheat grown within 7 miles of Dawson, which is 65 degrees latitude and almost as far north as the Arctic circle, is being used for bread in that territory. A Manitoba expert says the wheat is equal to No. 1 northern.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. Y. C. 217841 standing on side track in Wakarusa, Ind., Apr. 14, leaking mixed shelled corn.—Wakarusa Milling Co.

C. B. & Q. 98820 passed thru Bethany, Mo., on Mar. 4, leaking grain at end of car.—Bethany Mill & Elevator Co., Bethany, Mo.

A. T. & S. F. 25543 passed south thru Barnes-ton, Neb., Feb. 19, leaking oats at end door.—L. M. Hicks, Root Grain Co., Kansas City, Mo.

C. M. & St. P. 502465 passed thru Hartley, Ia., Nov. 29, eastbound, leaking oats freely at drawbar.—Pavik Grain Co.

C., C. & St. L. 46502 passed thru Richville, Mich., Feb. 2 leaking wheat at side of car. No chance to repair.—Richard Hoerlein.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

What Next?

Grain Dealers Journal: Please read the following news from the *Topeka State Journal* of April 25th and tell me, What next?—Dean Grain Co., Agra, Kan.

STATE JOINS WHEAT POOL.
Production from 2,000 Acres Pledged to the Movement.

The state board of administration, following a conference with Governor Davis today, joined the wheat pool movement. Production from 2,000 acres of the state land at the Hays State teachers school was pledged to the pool for a five year term.

Returns from the state's big wheat farm have in recent years ranged from nothing flat to \$42,000 in a single season. Under action by the state board today, the state's wheat production will go to swell the wheat pool and boost the consolidated marketing game.

A Wet Blanket on Business.

Grain Dealers Journal: It is very doubtful if any mills or elevators in this section will spend any material amount of money on improvements so long as the situation is so unsatisfactory in Congress with reference to the McNary-Haugen Bill, or some bill that may put the control of the grain business in the hands of Government officials.

That bill has already crippled business to such an extent that practically everyone in the business today is badly discouraged.—Very truly, Amendt Milling Co., by G. A. Amendt, Monroe, Mich.

Asks Reduction of 50% in Freight Rates.

Grain Dealers Journal: The McNary-Haugen bill is the bunk. If a constructive pro-

gram is needed to assist the wheat farmer, why not immediately put a 50 per cent reduction in rail rates on grain to seaboard in effect to cover a period of sixty days? This would unload our huge surplus of wheat without undue sacrifice and the railroads in their present state of mind would undoubtedly be in favor of such procedure.

This first loss is the best loss and with our surplus grain disposed of, the new crop should change from a liability to an actual asset. The stimulus given general business because of the activity in grains and freight movements would completely restore confidence in other basic industries without losses which would undoubtedly be occasioned by such radical measures now being considered.—Wolverine Grain Corporation, Lansing, Mich.

Thinking People Must Take More Active Interest.

Grain Dealers Journal: We know of no elevators which are going up or old ones which are being enlarged. We have elevators and mills in great plenty just at present, but what we need is fewer politicians, lower taxes and more good common sense in Europe as well as at home.

We need more genuine business men who will keep their word under any and all circumstances and who will practice economy, and the number of politicians should be reduced at least 95%. They are playing havoc with good times with their outrageous high taxes. The income tax in particular is a great hardship for business men in general. They have to lie awake nights to study how they shall make out their reports, to say nothing of the hardship entailed to pay the amount they are expected to pay.

We believe in better times, but it will not come until the people at large wake up to the fact that they must take more interest in national affairs and reduce at least 75% of the amount of money that is now wasted by politicians.—The Goshen Milling Co., F. E. C. Hawks, Pres., Goshen, Ind.

Adequate Transportation Necessary to Export Trade.

Adequate transportation facilities, under reasonable rates, to the seaboard, and foreign markets, is a prime essential to successful foreign trade. This is particularly true of the many agricultural commodities shipped.

For this reason Sec'y Hoover appointed a com'tee to direct the survey of world trade in agricultural products, which was authorized by Congress. A study of the relation of transportation to our foreign trade in such products was made.

Eugene S. Gregg, chief of the transportation division of the U. S. Department of Commerce, and Roland M. Kramer, ass't professor of commerce and transportation, Wharton School, University of Pennsylvania, directed the efforts which brot together the information contained in Trade Information Bulletin No. 216, Survey of World Trade in Agricultural Products, No. 4, "Transportation in Relation to the Export Trade in Agricultural Products," from which the following is taken:

The approximate elevator capacity for bulk grain at the principal ports on the seaboard is at New York, 8,000,000 bus.; Boston, 2,500,000; Montreal, 11,000,000; New Orleans, 7,000,000; Galveston, 3,500,000; Baltimore, 6,000,000; Philadelphia, 3,500,000; Newport News, 1,000,000; Norfolk, 800,000; Portland, Me., 3,000,000; West St. John, 2,000,000; East St. John, 500,000; Portland, Ore., 1,500,000; Seattle, 1,000,000.

Elevation charges are uniform. Boston, New York, Philadelphia, Baltimore, Newport News and Norfolk charges are approximately the same, amounting to 1 cent per bushel plus fire and explosion insurance on the basis of 40 cents for \$100 of value for one year, figured at the current short rate at each port. At each of these ports, except New York, the elevation charge includes 20 days' free storage, after which the rate is one-twenty-fifth of a cent per bushel per day, with the exception of Boston, where it is one-eighth of a cent per 10 days or fraction thereof. At New York the free storage period allowed is only 10 days, after which a storage charge of one twenty-fifth of a cent per bushel per day accrues. For lighterage delivery of grain at New York, which is the method most generally employed, the elevation charge is slightly more than 1 cent but not over 1 1/4 cents.

The elevation charges at New Orleans and Galveston are uniform and are approximately the same as those mentioned, because the charge of 1 1/4 cents per bushel includes fire and explosion insurance for 10 days free storage allowed, after which a storage of one-twenty-fifth of a cent per bushel per day is made.

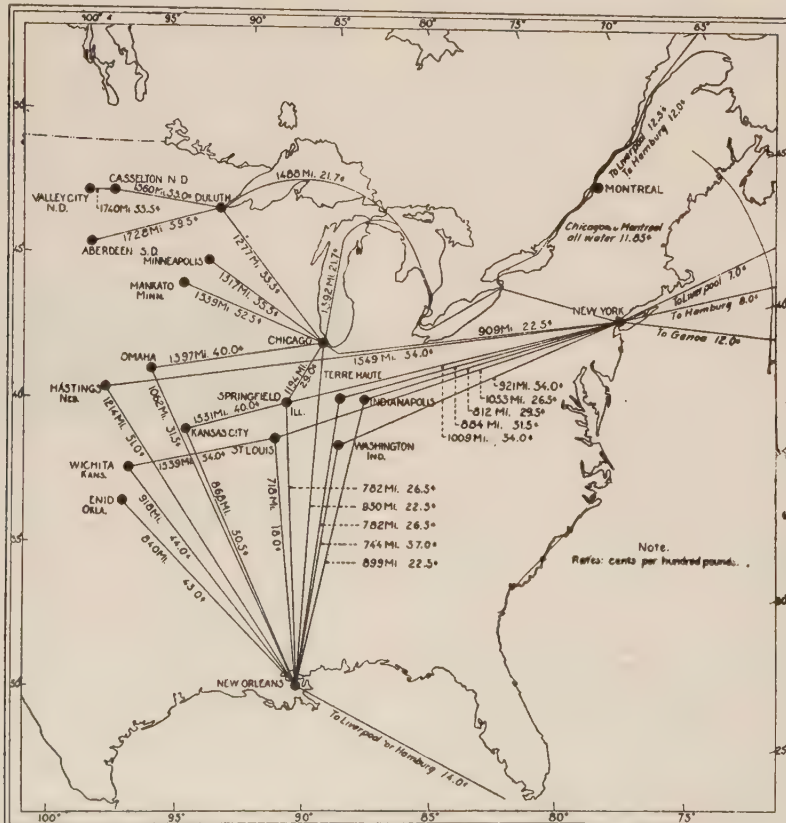
The elevation charges at Portland, Me., and East and West St. Johns are slightly lower than those at the other ports, as the rate of nine-tenths of a cent per bushel includes insurance during the 10 days free storage allowed.

At the Pacific ports of Portland and Seattle there is assessed a charge of 1 1/2 cents a bushel for elevation, including 20 days' free storage, after which the storage is approximately one-sixty-sixth of a cent per bushel per day.

At Montreal the assessment of elevation charges depends upon the route by which the grain entered; if an all-rail movement, six-tenths of the elevation charge of 1 cent per bushel is paid by the shipper or consignee, and the balance is absorbed by the steamship company. If an all-water or rail-water movement, this six-tenths of a cent is absorbed between the railroad (or river steamer) and the elevator, and the other four-tenths of a cent, as in the preceding case, is absorbed by the ocean steamship company. As the bulk of the traffic into Montreal goes either all-water or rail-water, it becomes apparent that at this port there is no charge for elevation on almost all the grain traffic. There are, however, other charges on grain which must be paid at Montreal; such as wharfage, 6 cents per long ton; brokerage, one-eighth cent per bushel; and a superintendence charge of 40 cents per 1,000 bushels, the latter also going to the broker for arranging for customs clearance. These combined charges are approximately one-third of a cent per bushel.

All of the elevators at Montreal allow 10 days free storage, after which storage is at the rate of one-fourth of a cent per 10 days or fraction thereof for the next 20 days, after which the storage charge per 10-days' period is one-half cent per bushel. Fire and explosion insurance at Montreal is 40 cents per \$100, the same as at most of the American seaports.

Loading Vessels.—At the ports where grain is largely carried in full cargo lots (by chartered vessels) the steamer calls at the elevator because it is the only commodity which it is to load. This is the general practice at all ports with the exception of New York, where the vessels consist largely of line steamers which take grain as part cargo. Therefore it is necessary to deliver the grain to the steamer, and this is



Distances from typical points in the wheat-producing States and from important market centers to New York and New Orleans, together with the all-rail freight rates in cents per 100 pounds for export wheat grain. All rates figures are computed as of July 15, 1923.

generally done by means of lighters. These harbor craft are loaded at railroad elevators on the water front and are towed or propelled to the steamer which is to be loaded. Here a floating elevator takes the grain from the lighter, weighs it and then spouts it into the hold of the ocean steamship. These floating elevators have no storage space and merely perform the mechanical process of transferring and weighing the grain. In order that lighterage charges may be avoided, grain which is shipped via New York is marked "for export, lighterage free," and under this notation the lighterage service is performed free of charge to the shipper.

Lighterage takes place at ports outside of New York for grain shipments only in cases where the vessel to be loaded refuses to call at the elevator, or because of some special circumstances. In such cases a higher charge is made for this service than for the direct loading, whereas at New York it is necessary to perform the double handling process and at a low enough cost to enable that port to compete successfully with the other ports.

Conference agreements are "gentlemen's understandings" or written contracts whereby ocean carriers attempt, by one or more of several means, to restrain the severe competition encountered in ocean shipping. There may be merely an agreement to maintain rates at a fixed amount or to observe certain regulations relative to the service performed, or there may be pooling arrangements.

There are three conferences operating in the Gulf-European trades, namely, the Gulf-Mediterranean, the Gulf-Continental, and the Gulf-United Kingdom. One secretary, with offices in New Orleans, officiates for all three arrangements.

The South Atlantic Steamship Conference is composed of steamship companies operating out of South Atlantic ports to all foreign ports.

The large steamship tonnage operating in the North Atlantic-European Conferences requires the establishment of a large number of agreements. These are as follows:

North Atlantic-United Kingdom Conference.

North Atlantic-Baltic-Scandinavian Conference.

North Atlantic-Adriatic-Black Sea-Levant Conference.

Each of these conferences maintains a permanent secretary at New York. The number of lines which are members of each agreement is 21, 4, 12, and 18, respectively.

Charters.—There are two general types of ocean charters, namely, the time charter and the voyage or trip charter. The former is drawn up for a designated period of time, or a specified number of voyages, while the latter covers only a single voyage. The rate of payment for a vessel under a time charter is usually a fixed amount per dead-weight ton (dead-weight tonnage represents the vessel's carrying capacity) per month, or it may be fixed on the basis of a lump sum; under a trip charter the method of payment is usually a fixed amount per unit of cargo shipped, provided, of course, that a full cargo is supplied. For grain the cargo unit is usually the quarter (480 pounds, English weight).

Of the agricultural products exported from the United States, the only one which is shipped principally under a charter party is grain. This commodity is bulky and can easily be loaded, stowed, and unloaded and is of sufficient weight to give a vessel a full load. Other commodities may require greater expedition in shipment, or may be too heavy to form a safe full cargo, or they may be too light, or too absorbent, or, for other reasons, not suited for shipments under charter in full cargo lots.

MINNEAPOLIS, MINN.—Opposition to the McNary-Haugen bill has been declared by the Minneapolis Civic and Commerce Ass'n, representing 4,000 firms or individual members, in an advice to Senator Norris, chairman of the Senate agricultural com'te.

The Elevator Head.

BY EUGENE ARMS OF MUTUAL FIRE PREVENTION BUREAU.

No part of a grain elevator equipment merits more careful selection than a properly constructed stand of elevators, and the work of the stand of elevators depends very largely on the construction of the head. It has been our experience that the weakest spot in the average elevator is at this most important point. Even some of the very good elevator contractors do not seem to have learned the necessity of supporting the elevator head bearings on head logs that are independent of the elevator building proper and that are not therefore subject to the stress of loading and unloading the house.

It is very common, even on some new houses, to find elevator head shafts and bearings entirely too small to carry the heavy duty imposed on them. It is not uncommon to find the old fashioned flat bearings on wooden head log. Shafts on the small stands of elevators, not more than sixty feet high and with 9 by 5 buckets, should be not less than 2 3/16" in diameter. Larger buckets or higher elevators require larger shafts. Bearings for head shaft should be 3 1/2 times the diameter of the head shaft to be used. The ring or collar oiler bearings are good for elevator head shaft service. Excellent results are usually reported from ball bearings on elevator head shafts.

It is common to find the elevator head shaft riding the side of the head, or the head riding the shaft, or the belt running to one side of the pulley and rubbing on the inside of the head. These are due first to faulty construction and then to poor maintenance.

A large number of grain elevator fires are occurring in grain elevators which are known to have been caused by elevator head bearings or friction. A still larger number are reported as having originated in the top of elevator near the elevator head from "unknown" cause. It would be safe to charge a large percentage of these fires credited to "unknown" causes to the elevator head hazard.

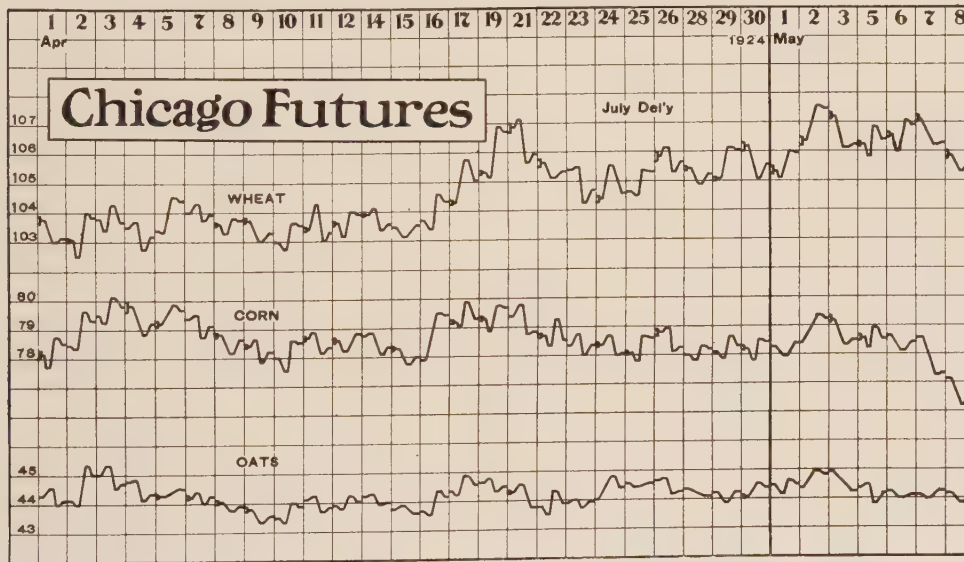
Something should most certainly be done to impress upon the elevator owners and operators the seriousness of the situation, and the price they are paying, through insurance and loss of property, for poor construction and improper maintenance of elevator legs and heads.

Are the head shafts of your elevator legs in safe running condition now?

Millers' Com'te Report on Grade Changes.

The com'te on grain standardization and inspection of the Millers Nat'l Federation has been inactive for the past six months, says W. H. Mills, the chairman, in a letter to the directors, delegates and members of the Federation, dated Apr. 15.

He says: The agricultural department's inquiries in the spring wheat region, made thru Dr. Taylor and Mr. Besley, of the department, indicate the serious consideration of two possible changes. The first is to establish a new grade of spring wheat which will contain a minimum of 90% of dark, hard and vitreous kernels, and a minimum test weight of 60 lbs. The second is to lower the standards of the existing grades, No. 1 and No. 2 of spring wheat, so that No. 1 will be permitted to contain 5% and No. 2 10% of white wheat. To the first of these proposals there can be probably no valid objections; the second is a bit of the same old hocus-pocus of attempting to legislate value into a commodity and is obviously unsound. It seems reasonable to assume, however, that before any changes in the grades actually are made, opportunity will be given those interested to express themselves either orally or in writing.



Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Apr. 25.	Apr. 26.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 3.	May 5.	May 6.	May 7.	May 8.	May 9.
Chicago	103 3/4	103 1/2	103	103 3/4	103 1/4	104	105 1/4	103 3/4	104 1/4	104 1/4	104 1/4	103 3/4	104 3/4
Kansas City	94 1/4	95 1/4	95	95 3/4	94 3/4	95 1/4	97	96 1/4	96	96 3/4	96	95 3/4	96 3/4
St. Louis	102 1/2	102 3/4	102 1/4	102 3/4	102 1/4	102 3/4	104 1/4	103 3/4	103 1/4	104 1/4	104 1/4	103 3/4	104 3/4
Minneapolis	111 1/4	111 1/2	110 1/4	110 3/4	110 1/4	110 3/4	112	110 3/4	111 1/4	112 1/4	112 3/4	112 1/4	112 3/4
Duluth (durum)	107 1/4	108 3/4	108	108 3/4	108 1/4	109 1/4	112 1/4	110 3/4	110 3/4	111	110 3/4	110 3/4	113 1/4
Winnipeg	99 3/4	99 3/4	99 1/2	99 3/4	99 3/4	101 3/4	102 3/4	102 3/4	102 3/4	103 1/4	102 3/4	101 3/4	102 3/4
Milwaukee	103 3/4	103 1/2	103	103 3/4	103 1/4	103 3/4	105 3/4	103 3/4	104	104 3/4	104 3/4	103 3/4	104 3/4

MAY CORN.

Chicago	77 1/2	76 3/4	77	77 1/2	76 3/4	77	78 3/4	77 3/4	78	78	76 3/4	76	77 1/4
Kansas City	72 3/4	72 1/4	72	71 3/4	71 1/2	72	73	72 1/4	72 1/4	72 1/4	71 1/2	71	71 3/4
St. Louis	78 1/4	78	78	78 1/4	78 1/4	78 3/4	79 1/2	79	79 3/4	79 1/4	78 3/4	77 3/4	78 3/4
Milwaukee	77 1/2	76 3/4	77	77	76 3/4	77	78 3/4	77 3/4	78 3/4	77 3/4	76	77 3/4	77 3/4

MAY OATS.

Chicago	46 1/4	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4	47 1/4	46 3/4	47 1/4	47 1/4	47 1/4	47 1/4	47 1/4
Kansas City	47 1/4	47 1/4	47 1/4	47 1/4	47 1/4	47 1/4	47 1/4	47	47	47	47 1/4	47 1/4	47 1/4
Minneapolis	43 1/4	43 1/4	43 1/4	42 3/4	43 3/4	42 1/4	44 1/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4	43 3/4
Winnipeg	37 3/4	37 3/4	37 3/4	37 1/4	37 3/4	38 1/4	39 3/4	39 3/4	39 3/4	38 3/4	38 1/4	38 1/4	38 3/4
Milwaukee	46 3/4	46 3/4	46 3/4	46 1/4	46 3/4	46 3/4	47 3/4	46 3/4	46 3/4	46 3/4	46 3/4	46 3/4	47 3/4

MAY RYE.

Chicago	65	65 1/2	65 1/2	64 3/4	63 1/4	63 3/4	65 3/4	64 3/4	64 1/2	64 1/2	64 3/4	63 3/4	64 3/4
Minneapolis	57 3/4	58 3/4	58 3/4	57 3/4	57 1/4	57 3/4	59 3/4	59	58 1/2	58 3/4	58 3/4	58 1/4	58 3/4
Duluth	63	63 3/4	63 3/4	63 3/4	62 3/4	63	65 3/4	64 3/4	63 3/4	64	63 3/4	63 3/4	64 3/4
Winnipeg	64 1/4	64	63	63 3/4	63 3/4	63 3/4	65 1/2	65	65 1/2	65 1/2	64 3/4	64 3/4	64 3/4

MAY BARLEY.

Minneapolis	70 1/4	71 1/4	70	68 3/4	71	72	72 3/4	71	71 1/2	71 1/2	71 1/2	71 1/2	71
Winnipeg	62 1/4	62 1/4	61 1/2	61 1/2	60 3/4	61 3/4	63 3/4	62 3/4	63 3/4	63 3/4	62 3/4	62 3/4	63 3/4

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Flagler, Colo., Apr. 22.—Wheat is looking good. Lots of barley is being seeded.—Mosher & Roberts.

Paoli, Colo., Apr. 16.—Winter wheat prospects are the best in a number of years.—Paoli Farmers Co-op. Elevator Co.

New Raymer, Colo., Apr. 21.—This station has shipped approximately 240 cars of grain from the 1923 crop. About 40, or 50 carloads more remain.—Pawnee Farmers Elevator & Supply Co.

ILLINOIS.

De Land, Ill., May 9.—Corn 65% in, wheat poor.—C. J. Porter.

Gibson, Ill., May 10.—Oats crop fine, wheat light acreage.—E. E. Hamman.

Argenta, Ill., May 9.—Wheat no good; oats increased.—H. C. Luckenbill.

Dana, Ill., May 9.—Oats look good. Not much wheat, acreage one-tenth.—C. B. Sauer.

Jacksonville, Ill., May 9.—Corn acreage increased, oats and wheat good.—W. L. Breeding.

Mt. Auburn, Ill., May 10.—Oats acreage increased after winter damage to wheat.—A. L. Hight.

Murdock, Ill., May 10.—Oats good, wheat a little spotted; corn planting late.—M. J. Porterfield.

Radom, Ill., May 2.—Wheat is looking poor. We need warm weather and showers.—F. Pawlowski.

Nokomis, Ill., May 9.—Quite a little wheat has been plowed under; oats look good; not much corn in yet.—Chas. H. Nobbe.

Emden, Ill., May 10.—Wheat is poor; oats looks pretty good; corn planting 10 days late.—A. Bergman, of Hildebrand & Bergman.

Cadwell, Ill., May 9.—Decrease in oat acreage; sowed 1/3 less wheat and plowed up 20% of what was left; about 1/2 as much as last year.—Jas. B. Craig.

Waverly, Ill., May 9.—Wheat very poor, one-fifth of last year; oats good show, corn 1/2 planted.—Vernon G. Keplinger, postmaster, with Turnbull Grain Co.

Lake Fork, Ill., May 10.—Lot of wheat plowed up, the late sowed never came up and will be replanted in corn. Will need seed corn for replanting.—C. F. Scott, mgr. Lake Fork Farmers Elevator Co.

Hammond, Ill., May 9.—Wheat will be half a crop, 10% of the acreage having been abandoned. Oats prospect fine. No corn planted, 2 to 3 weeks late.—Frank J. Holub, mgr. Hammond Co-operative Grain Co.

Mazon, Ill., May 1.—There is no spring wheat seeded in this territory, which is unusual. This is largely due to the swarms of chinch bugs which the farmers had to contend with last year. There are indications that this year will be a repetition.—Mazon Farmers Elevator Co.

Springfield, Ill., May 7.—Temperature in Illinois has been moderate for the past week. Rain light to moderate; heaviest in the extreme south. Sunshine ample. More moisture needed in many areas for wheat, oats, and grasses. The weather has been favorable for field work. Corn planting has begun in the northern counties; some is done in the central, and considerable is finished in the counties. Winter wheat is fair to good in the northern part of the state but very poor in the southern part. Oats are coming up nicely but are a bit late.—Clarence J. Root, meteorologist.

INDIANA.

Rockville, Ind., May 1.—Wheat and oats prospects are fine.—Rohm Bros.

Goshen, Ind., May 3.—Our prospects for a good crop of wheat are excellent. We had a very favorable winter and just enough moisture this spring to start the wheat right and keep it growing.—Goshen Milling Co.

Indianapolis, Ind., May 1.—Temperatures mand the attention of grain dealers.—Mondhank & Raah Co.

Middlepoint, O., May 3.—The oat crop is all seeded and the fields are green. We have had excellent growing weather. Large amounts of corn will be planted this week, as the plowing for the crop is finished. Timothy and clover meadows are in good shape and wheat and rye are making rapid growth.—Pollock Grain Co.

Orienta, Okla., Apr. 27.—Wheat is looking fine with plenty of moisture in the sub-soil.—Cox-Henry Grain Co.

Grandfield, Okla., Apr. 12.—The small grain crops look good but acreage is reduced about 20%.—Fred Varmer.

Frederick, Okla., May 1.—Wheat conditions were never better here. Acreage has been decreased about 15%, but there has been none abandoned so far.—E. O. Billingslea Grain Co.

Byron, Okla., Apr. 28.—Wheat in this section is above normal. There is plenty of moisture. Spring planting is well over and pastures are in the best of growing conditions.—Byron Grain Co.

El Reno, Okla., May 5.—Plenty of moisture is in the ground and growing conditions are perfect. The general crop prospects are very promising, but many individual fields are disappointing.—Farmers Mill & Grain Co.

Chicago, Ill., May 5.—Recent rains have put Oklahoma soil in fine condition. Wheat there is making excellent progress—particularly in the northwestern portion of the state. Oats are somewhat late but in good condition. Planting of corn is going good—some is already up. Cotton planting is active.—S. H. Johnson, vice-pres., C. R. I. & P. R. R.

Oklahoma City, Okla., May 5.—Winter wheat was estimated to be 90% of normal. Usually such a condition at this time indicates a final yield per acre of 13.5 bushels, considering average weather conditions as prevailing. Abandonment of wheat has been exceptionally low. Oklahoma stands to produce 44,847,000 bushels of wheat this season. Rye continues to show a better condition than wheat, being reported as 92% normal. A final yield is indicated of 12.9 bushels per acre. The condition of oats is lower, being reported at 83%. Added acreage will be sown to cotton and corn due to weather conditions preventing oat seeding.—C. D. Carter, state statistician.

OKLAHOMA.

SOUTH DAKOTA.

Watertown, S. D., Apr. 24.—Seeding is about completed and general heavy rains are giving the crop a satisfactory start in South Dakota.—X.

Chicago, Ill., May 10.—Favorable weather conditions for farm work are generally reported thruout the country, but the season is two to four weeks late on all crops. Winter wheat has not improved much as a whole. Early sown spring wheat has germinated fairly well and seeding of this crop is about completed. Corn planting has been delayed in the northern portions of the belt. Oats, in the central portions of the country, are improving but need rain in some localities. Cotton averages fair, but there are many complaints that the weather has been too cool for this crop.—F. Baackes, vice-pres., American Steel & Wire Co.

THE FIRST official forecast of Indian wheat production for 1924 is 375,387,000 bus., compared with 369,152,000 bus. revised final estimate for 1923, according to a cablegram from the Department of Statistics of India to the U. S. Department of Agriculture.

WASHINGTON, D. C.—The Senate has approved the imposition of a new, 10% radio tax on the manufacture of radio sets and parts. This tax is expected to bring an additional \$10,000,000 in revenue. Evidently the Senate forgets the war is over.

THE CORN CROP now being harvested in Argentina is estimated to be 270,000,000 bus., compared with 176,000,000 bus. last year, according to a cable from the International Institute of Agriculture. This is the largest crop harvested since 1914. The increase in production is due to an increase in acreage and a very favorable season.—U. S. Dept. of Agriculture.

KANSAS.

Isabel, Kan., Apr. 21.—We have good prospects for a 100% wheat crop. The soil is in an ideal condition.—F. N. Strohl.

Garden City, Kan., April 30.—The wheat crop here is in excellent condition, with plenty of moisture. Corn and sorghum is late due to the cold, wet spring.—Garden City Co-operative Equity Exchange.

Elkhart, Kan., Apr. 1.—The condition of the growing wheat is excellent. Lots of March moisture with very little wind helped considerable. A big acreage of oats and barley has been seeded this spring.—Security Elevator Co.

Topeka, Kan., May 9.—Indications are for a probable winter wheat crop of 134,000,000 bushels in Kansas this season. This forecast is based on an estimated 9,849,000 acres sown last fall. Abandonment of wheat sown is very small this year, being only 4.5 per cent, compared with 28.5 per cent in 1923. Wheat is well advanced for this season of the year and soil conditions are excellent for its rapid development, except in the northwestern part of the state, where a lack of surface moisture is reported. Hessian fly is present in large numbers in the northwest and it is hard to tell what the effect of this infestation may be. The condition of the hay crop is reported at 91 per cent of normal. Pastures are good.—Kansas State Board of Agriculture.

Topeka, Kan., Apr. 19.—Nearly 16% less wheat was sown in Kansas last fall. It is estimated the state has a total of 9,761,000 acres for this year's crop. The general condition of the growing crop is promising, with ratings ranging between 65 and 98, most of them quite high. Hessian fly has spread to the northwest and constitutes a somewhat serious menace. Corn acreage will probably be increased as much as 5%. Oat acreage may be slightly increased; the average condition of the growing crop is estimated at 85.6. Barley will be decreased about 8%. Alfalfa is flourishing. Soil conditions are favorable for the planting of crops, altho the warm weather has been rather cool, and some of the eastern parts of the state would welcome moisture.—J. C. Mohler, sec'y Kansas state board of agriculture.

MISSOURI.

Higginsville, Mo., May 1.—Crops are looking fine.—Eagle Mill & Elevator Co.

Kansas City, Mo., Apr. 29.—Wheat looks fine all thru southwest Kansas, northwest Oklahoma, and southeast Colorado. While acreage is cut some, it doesn't look as tho anything can prevent a big crop being raised in a section that sorely needs a crop.—B. C. Christopher & Co.

Kansas, Mo., May 1.—Crop conditions in Kansas territory, as far as I have observed, are very good and it looks as if this is the year Kansas is going to hit and without legislative interference will virtually be sitting on top of the world as far as grain and milling is concerned. Of course, crop killers bob up every year and I suppose they will appear again this year, but Kansas will come out of the killing with a good bumper wheat crop, is my guess.—J. A. B.

NEBRASKA.

Holmesville, Neb., Apr. 25.—Wheat and oats are looking fine. The farmers are preparing the ground for corn.—Geo. Hunkle.

NORTH DAKOTA.

Aurelia, N. D., Apr. 23.—Field work has been delayed about 10 days due to snow. About 50% of the wheat seeding is done, as much of the land was plowed in the fall.—St. Anthony & Dakota Elevator Co.

OHIO.

Lancaster, O., Apr. 23.—We are comparatively well out of the grain business as there is not enough wheat raised in this territory to com-

Government Crop Report.

Washington, D. C., May 8.—The crop reporting board of the Bureau of Agricultural Economics, of the Department of Agriculture, makes the following estimates on the wheat and rye crops of 1924:

Winter Wheat: On May 1 the area of winter wheat to be harvested was about 36,898,000 acres, or 7.6 per cent less than the acreage planted last autumn. The average harvested acreage of the past 10 years was 39,222,000 acres. The 10-year per cent of abandonment is 10.6. The average condition was reported as 84.8 per cent on May 1. The 10-year average condition is 86.3. The present condition is indicative of a yield of approximately 15 bushels per acre assuming average variations to prevail hereafter. Average actual yield per acre during the past 10 years is 15.2 bushels.

Comparisons for winter wheat states follow, condition figures representing per cent of normal.

State.	Per cent abandoned.	Acreage, 1924.	*Acres remaining to be harvested.	Cond. May 1.	Forecast 1924 production from May condition. *Bus.	Harvested production, 1923.
N. Y.	3.8	366	82	84	6,903	7,895
N. J.	4.0	71	87	84	1,297	1,480
Penn.	3.0	1,203	85	81	20,246	24,168
Del.	5.0	99	88	89	1,481	1,908
Md.	3.8	475	85	83	7,429	10,426
Va.	5.0	735	82	86	8,197	11,145
W. Va.	10.0	195	75	79	2,091	2,964
N. C.	3.0	507	87	88	4,720	6,038
S. C.	5.0	144	80	83	1,463	1,925
Ga.	42.0	81	73	82	692	1,739
Ohio	12.0	2,212	76	69	32,782	42,588
Ind.	9.0	1,845	78	78	25,904	34,188
Ill.	17.0	2,425	70	81	33,950	60,534
Mich.	1.0	904	89	80	15,287	16,456
Wis.	3.0	60	92	85	1,270	1,122
Minn.	5.0	89	89	78	1,623	1,504
Iowa	2.5	396	91	88	8,108	13,708
Mo.	7.0	2,069	79	87	24,027	37,882
S. D.	10.7	80	87	76	1,204	924
Neb.	3.0	2,908	89	67	46,586	28,220
Kan.	4.5	9,406	88	77	134,092	83,677
Ky.	25.0	434	69	86	3,743	7,688
Tenn.	14.0	319	74	88	2,620	4,508
Ala.	26.0	14	75	82	118	200
Miss.	50.0	2	83	84	28	60
Tex.	2.0	1,212	90	85	17,235	16,370
Okla.	2.0	3,307	91	83	44,238	36,300
Ark.	5.0	59	81	86	573	770
Mont.	6.0	761	90	78	12,328	12,546
Wyo.	3.0	16	94	81	286	225
Colo.	4.5	1,375	94	65	27,142	12,720
N. Mex.	10.0	110	93	63	1,790	446
Ariz.	2.0	31	90	95	796	1,092
Utah	2.0	149	93	90	2,494	2,945
Nev.	2.0	3	98	95	73	77
Idaho	4.0	353	91	92	7,549	11,004
Wash.	18.0	1,278	83	88	28,640	37,015
Ore.	1.0	887	96	95	19,755	21,725
Cal.	54.0	318	64	88	4,253	16,157

U. S. 7.6 36,898 84.8 80.1 553,013 572,340

*Thousands (000) omitted.

The average condition of rye on May 1 was 88.2, compared with 83.5 on Apr. 1, 85.1 on May 1, 1923, and 90.0, the average for the past 10 years. A production of about 61,739,000 bushels is forecast. The 10-year production average is 66,370,000 actually harvested.

Spring planting is estimated as 58.1 per cent completed up to May 1, compared with 55.4 per cent last year and 58.2 per cent for the 10-year average.

Barley Movement in April.

Receipts and shipments of barley at the various markets during April, compared with April, 1923, were as follows:

	Receipts	Shipments
1924	1923	1924 1923
Baltimore	2,574	31,155
Chicago	668,000	651,000
Cincinnati	5,600	2,600
Duluth	139,651	262,090
Ft. William,		
Ont.	1,143,303	532,271
Port Worth,		
Tex., cars	16	13
Indianapolis		
Kansas City	55,500	66,000
Los Angeles,		
cars	89	149
Milwaukee	617,660	488,260
Minneapolis	854,650	787,400
Montreal	39,713	188,326
New York	1,700	164,000
New Orleans	1,516	22,400
Peoria	39,200	35,000
Philadelphia	1,190	29,938
San Francisco,		
tons	14,491	20,162
St. Joseph	1,750	7,000
St. Louis	43,200	57,600
Superior	143,271	146,101
Wichita	7,200	3,600

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Argenta, Ill., May 9.—Corn 1/3 back.—H. C. Luckenbill.

Emden, Ill., May 10.—Corn 75% still back.—J. H. Hildebrand.

Cadwell, Ill., May 10.—Not more than 20% of corn back.—Jas. B. Craig.

Mt. Auburn, Ill., May 10.—Ten per cent of corn still back.—A. L. Hight.

Weston, Ill., May 10.—Corn 85% still back in farmers' cribs.—C. M. Graves.

Norfolk, Neb., Apr. 29.—Nearly all the grain here is being fed to stock instead of shipped.—R. S. Finley.

Arling, Ida., Apr. 25.—A good deal of last year's grain crop is still in the hands of the growers.—Long Valley Seed Co.

Frederick, Okla., May 1.—Frederick should receive about 400 cars of wheat locally this season.—E. O. Billingslea Grain Co.

Dana, Ill., May 10.—On their way to the Illinois Grain Dealers' Convention May 9 H. W. Merrick and C. B. Sauer saw two men in the field with a wagon husking corn out of the row.

Middlepoint, O., May 3.—About one-third of last year's corn crop and one-fourth of the oat crop is still in the farmers' hands. Farmers are still feeding the usual amount.—Pollock Grain Co.

Brandon, Man.—Ten inches of snow, falling during Apr. 26 and 27, drifted the highways to an almost impassable state in the rural districts and stopped all agricultural work in this portion of the country.

Corn Movement in April.

Receipts and shipments of corn at the various markets during April, compared with April, 1923, were as follows:

	Receipts	Shipments
1924	1923	1924 1923
Baltimore	114,689	455,226
Chicago	4,157,000	5,300,000
Cincinnati	529,200	368,400
Duluth	282,923	68,507
Ft. Worth, Tex.,		
cars	125	150
Indianapolis	892,000	1,422,000
Kansas City	1,915,000	1,767,500
Los Angeles, cars	136	197
Milwaukee	718,390	1,165,190
Minneapolis	803,790	443,960
Montreal	12,388	47,861
New York	321,900	203,000
New Orleans	125,747	1,614,238
Peoria	1,209,650	1,552,200
Philadelphia	148,030	1,172,253
San Francisco,		
tons	1,046	1,764
St. Joseph	1,221,000	729,000
St. Louis	3,587,275	2,180,192
Superior	209,922	5,355
Wichita	420,000	108,000

Rye Movement in April.

Receipts and shipments of rye at the various markets during April, compared with April, 1923, were as follows:

	Receipts	Shipments
1924	1923	1924 1923
Baltimore	98,462	926,137
Chicago	65,000	545,000
Cincinnati		4,800
Duluth	554,841	2,069,930
Ft. William,		
Ont.	506,992	204,113
Port Worth, Tex.,		
cars		
Indianapolis	10,100	7,000
Kansas City	5,500	15,500
Milwaukee	35,375	229,260
Minneapolis	246,530	691,470
Montreal	300	3,350
New York	247,500	1,097,000
New Orleans	116,736	124,881
Peoria	2,900	15,600
Philadelphia	667,849	156,964
St. Joseph	1,500	
St. Louis	7,800	167,200
Superior	373,690	1,341,022
Wichita		

Topeka, Kan., Apr. 19.—It is estimated that 6,568,600 bus. of wheat, 26,988,200 bus. of corn, 4,062,200 bus. of oats, 3,611,000 bus. of barley, and 8,089,300 bus. of sorghums are still in the hands of Kansas farmers.—J. C. Mohler, sec'y Kansas state board of agriculture.

Vancouver, B. C.—Wheat exports from this port for April amounted to 6,303,000 bushels; for the season up to May 7, 42,803,000 bushels. Future bookings now registered amount to just under 10,000,000 bushels. This brings the season's shipments and bookings to over 50,000,000 bushels.

Acreage and Condition of Wheat.

On May 1 the area of winter wheat to be harvested was about 37,400,000 acres, or 2,791,000 acres (6.8%) less than the acreage planted last autumn, and 2,102,000 acres less than the acreage harvested last year, viz., 39,522,000 acres. The average harvested acreage of the past ten years was 39,222,000 acres. The ten-year average per cent of abandonment of planted acreage is 10.6.

The average condition of winter wheat on May 1 was 86.5, compared with 83.0 on April 1, 80.1 on May 1, 1923, and 86.3 the average for the past ten years on May 1. A condition of 86.5 per cent on May 1 is indicative of a yield per acre of approximately 15.2 bus., assuming average variations to prevail thereafter. The ten year average actual yield per acre has been 15.2 bus. On the estimated area to be harvested 15.2 bus. per acre would produce 568,000,000 bus., or 1% less than in 1923, 3.5% less than in 1922, 5.5% less than in 1921, and 4.8% less than the average of the past ten years.

Indications are that last year's harvested acreage was a little larger than the latest official figures of 39,522,000. If this is further confirmed another adjustment of the seeded and for harvest acreages of the growing crop may be necessary later in the season.

Abandonment in important states in per cent of seeded acreage follows: Kansas 3, Nebraska 3, Oklahoma 2, Missouri 10, Kentucky 43, Minnesota 4, Illinois 15, Indiana 7, Ohio 8. In general the loss is high in the south, south-east and in Washington and California.

Of spring planting 58.5% was completed up to May 1, compared with 55.4% on May 1, 1923, and a ten year average on May 1 of 58.2.

The condition of wheat in per cent of normal is 90 or above thruout the West, 71 in Illinois, 81 in Indiana and 79 in Ohio.—R. O. Cromwell, Lamson Bros. & Co.

Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, compared with April, 1923, were as follows:

	Receipts	Shipments
1924	1923	1924 1923
Baltimore	578,652	1,613,847
Chicago	983,000	1,950,000
Cincinnati	268,800	267,600
Duluth	244,176	3,470,585
Ft. William,		
Ont.	7,662,657	31,077,909
Ft. Worth, Tex.,		
cars	115	217
Indianapolis	220,000	186,000
Kansas City	1,351,350	3,924,450
Los Angeles, cars	229	258
Milwaukee	84,000	201,525
Minneapolis	3,528,590	6,861,690
Montreal	313,227	1,431,921
New York	5,290,600	5,651,000
New Orleans	276,336	358,879
Peoria	49,900	92,400
Philadelphia	3,078,339	2,707,320
San Francisco,		
tons	4,882	4,109
St. Joseph	603,400	676,200
St. Louis	1,481,024	2,024,400
Superior	664,088	2,163,966
Wichita	673,200	1,009,200

Oats Movement in April.

Receipts and shipments of oats at the various markets during April, compared with April, 1923, were as follows:

	Receipts	Shipments
1924	1923	1924 1923
Baltimore	39,987	681,233
Chicago	4,192,000	4,747,000
Cincinnati	508,000	368,000
Duluth	23,771	12,605
Ft. William,		
Ont.	4,423,989	4,140,145
Ft. Worth, Tex.,		
cars	71	101
Indianapolis	922,000	814,000
Kansas City	572,900	1,533,400
Los Angeles, cars	7	15
Milwaukee	860,200	1,315,255
Minneapolis	1,433,390	1,208,070
Montreal	307,085	473,544
New York	472,000	425,000
New Orleans	4,987	14,529
Peoria	1,199,800	1,144,000
Philadelphia	89,103	897,049
San Francisco,		
tons	888	646
St. Joseph	86,000	240,000
St. Louis	2,870,000	2,824,000
Superior	11,649	15,113
Wichita	49,500	54,000

Helping Farmers Prevent Heat Damage.

BY C. A. LOVELL.

The time is near at hand for farmers of the winter wheat belt to begin making another crop of heat damaged wheat.

Perhaps that may be a rather harsh statement. Heat damage may not be the important factor this year that it has been in other years. But it is safe to conclude that some grain will be graded down when it reaches the terminal markets because of the presence of "heat damaged kernels," and if conditions happen to be right there may be hundreds of these cars instead of a dozen or so.

The making of heat damaged wheat is largely in the hands of the farmer or the man who stores the grain. By contrast, the prevention of heat damage is in the hands of the same men. If we were to say that 99.99% of the heat damage that has existed in the past was due to man's carelessness and the remaining .01% chargeable to Mother Nature we would not be far wrong. Nature makes the laws that cause wheat to heat under certain conditions—man can control the conditions if he chooses.

Every country grain dealer has a duty and an opportunity placed before him by the facts surrounding heat damage. It is his duty to help the farmers of his community to prevent heat damage whenever it is possible, and if he discharges this duty properly he gains an opportunity to render a service that will weld more firmly the friendship between himself and his customers.

The first step which every farmer should take after he puts his threshed wheat into a bin for storage is to determine whether it contains too much moisture to permit it to keep. Of course this pre-supposes that he will have harvested his grain only after it became ripe, and then only when it was dry.

To learn the moisture content, the farmer should take a sample from his granary and send it to the nearest inspection office to have a test made. The grain dealer can tell him where this office is located, he may lend his grain trier to enable the farmer to obtain a representative sample, and he can also explain to the farmer that it is necessary to put the sample into an airtight container. A fruit jar, with screw cap and rubber ring will serve, or a friction top can of the type used for syrups.

When the inspector's certificate is received the grain dealer should assist the farmer to interpret it. Nobody can say positively what percentage of moisture makes wheat safe to store; but a good rule to follow is that nothing under No. 3 is safe, and if an individual farmer's grain contains so much moisture that it is forced into the No. 4 grade or below the farmer should be cautioned to watch it vigilantly. If the moisture is too high, the grain dealer will be doing his customer a favor by counseling him to sell the stuff and let somebody else do the worrying.

Every grain dealer knows the farmer who realizes that his wheat is "a little tough," expects to condition it by shoveling it around. And every grain dealer knows, also, that wet wheat cannot be conditioned with an Armstrong Shovel. That job requires plenty of the right kind of machinery, with an abundance of power for its operation. Not one farm in a million is equipped to dry wet grain.

Drying is not impossible, however, even under farm conditions. Here is a method of bin ventilation that has proven itself practicable in numerous tests. Of course it must be applied to the bin before the wheat is put in.

Take 2x6 inch boards, long enough to reach across the bin, and also long enough to reach from the bottom of the bin to a point above the top grain line. Lay two of the boards side by side, on edge, four inches apart. Cut some cleats, 6 inches long, and mortise several of them at intervals along the top edge of the two boards. Nail a strip of screen wire along the top edge.

Turn the boards over, nail a strip of screen wire on what was formerly the bottom, and nail additional cleats to hold the 2x6's firmly apart. Make enough ventilators like this to provide one every three feet in the bin.

Lay horizontal ventilators on the floor of the bin. If they can be made to communicate with the outside air thru holes cut in the bin wall so much the better. Stand vertical ventilators on those which lie horizontally to provide chimneys, each having two screened sides, with one about every three feet.

When the wheat in a bin equipped in this manner begins to heat a circulation of air is set up immediately. The hotter the wheat gets the faster the air will move, and each cubic inch of air that passes out the top of the ventilators will carry moisture with it. In one instance, wheat that had a moisture content of 16% when it went into the bin came out at the end of 74 days with only 14.3%. In other words, the wheat was Sample Grade when it went into storage, No. 3 when it came out, and no heat damage resulted.

The country grain dealer who will tell his farmers about this ventilating system and explain the method of installation will be doing them a distinct favor. He may also be doing himself a favor by avoiding an endless amount of heat damage trouble.

This plan, to be effective, must be applied before the grain is threshed. Consequently the farmers should be told about it now. A good way to make the explanation more effective would be to make up a sample or model ventilator which can be shown to them.

In spite of all that the grain dealer may do to prevent it, many farmers will put wet wheat into unventilated bins. That is, they will do it if the wheat is wet in the first place and some of it falls into that category every year. There is no reason to expect that this will be an exceptional season—unless it proves to be exceptionally bad.

The average farmer, if he examines his binned wheat at all during the time it remains in storage, will take a few handfuls off the top, or dig into the pile a short arm's length. Such samples will be practically worthless, because the surface grain, and that near the surface, will quickly lose its moisture to the surrounding air. It may be dry and cool while the interior of the mass is burning up.

When it is known that a farmer has questionable wheat in his bin, counsel him to watch it closely. Here is a simple method of making an examination inside the pile.

Drill holes in the bin wall and insert iron rods long enough to reach well to the opposite side of the bin. The rods may be of any size, but there should be enough of them to give readings at several points in the bin.

Go to the granary occasionally and pull the rods out. Test them for temperature with the hand. If the wheat is hot the rods will be hot also, and if they seem to be growing warmer from day to day it is time for the farmer to clear his decks for action.

Finally, the country grain dealer should not hesitate to advise farmers to dispose of wheat that he knows will not keep safely, provided there is some way of shipping the stuff. Of course he will not want to take into his own elevator and have it go out of condition. The broad rule, however, should be that it is better to sell tough wheat while it is still sound otherwise for the best price obtainable rather than to wait until spring and be forced to take less money for heat damaged, sample grade junk.

Howell Bill to Give Railroad Labor to National Unions.

The Howell-Barkley bill is opposed in a special joint resolution unanimously adopted by the New York Board of Trade and Transportation and approved by the railway and industrial relations com'tee of that organization. Summarized, the reasons given for protesting are:

The labor bill contains no provisions for representation of the public in railroad controversies. The public is immediately concerned in all railroad labor disputes for it must bear the effects. The Labor Board was established to protect the public that it might have uninterrupted service. Tho this board has not, in all cases, been entirely satisfactory, it has proven of immense help. Until such a time as a better method of settling railroad disputes between companies and employees, it should be allowed to stand.

The right of independently organized, or unorganized railroad employees, no matter how large the body, to have a voice in nominating members for the proposed boards of adjustment is ignored.

The machinery and methods provided by the measure are extremely cumbersome. The board of mediation and conciliation, which was once in effect, and found unsatisfactory and inadequate, worked on the same principle as the new bill provides.

The salaries and expenses of the boards of adjustment and boards of mediation and conciliation, which the bill contemplates creating, would be borne by the government. These salaries and expenses would come indirectly out of the public's pocket, tho the public would have no representation.

Elevator Burned to the Ground.

When fire gets a good start in a wooden cribbed elevator it is doomed in a country town that has inadequate water supply and little fire fighting equipment. Altho the locomotive engine seen at the right in the engraving herewith was aiding to put out the fire the 25,000-bushel elevator of the St. Anthony & Dakota Elevator Co., at Charlesville station, Minn., burned to the ground at 6:30 a. m., March 19.

The stream from the locomotive did, however, save the adjoining coal sheds. The 10,000 bus. of grain in the elevator was burned. The cause of the fire is unknown, but the flames were first seen at the top. Agent H. A. Treschel, at Tintah, the postoffice, states that the company will build in the near future a new elevator, probably larger and with more equipment.



Burning of Elevator at Tintah, Minn.

The Illinois G. D. Ass'n Celebrates Anniversary at Springfield

The 31st annual convention of the Illinois Grain Dealers Ass'n was called to order by Pres. L. W. Railsback of Weldon at the Hotel Leland, Springfield, Ill., at 10:25 a. m., May 9, with about one-sixth of those in town for the meeting actually in the hall.

The Rev. John Thomas, pastor of the First Presbyterian Church, prayed for divine guidance.

The address of welcome was delivered by Dr. B. M. Davison, director of agriculture, on behalf of the governor, who was to have appeared, the governor being out of the state.

Pres. Railsback responded for the Ass'n and read his annual address, following:

President's Annual Address.

Never before in a decade of regulatory legislation more or less sporadically directed against it has the independent grain trade been called upon to combat legislation so pernicious as that proposed in the present Congress. The record of the past year is one of desperate resistance to the machinations of political forces whose activities are fast changing a once beneficent machinery of government into a destructive agency against which private industry is finding itself increasingly powerless to contend.

Since the adoption of the Constitution the boast of American democracy has been the administration of equalitarian principles of government; yet as business and industry have expanded and assumed greater complexity of relationship, conflict of interest between classes has developed, to secure favorable adjudication of which minorities have had increasingly frequent recourse to legislation, regardless of consequent encroachment upon the rights of others.

No one would deny to government, within properly prescribed limits, a right to regulate the units of industry in their relation to one another and to the common good; but it is a manifest absurdity to assume that the mere process of elevation to membership in a legislative body endows its collective membership with an economic acumen to justify interference with the orderly processes of commercial and industrial operation. Such an assumption, however, has come largely to govern the function of our legislatures, and as a result not only has business been burdened with unwise restrictions, but the ill-considered effect upon correlative factors has affected the balance of the entire industrial structure.

The dominant issue in economic legislation for many years has been the relation between labor and capital, in the progress of which labor, by virtue of efficient organization, has gradually acquired the power largely to dictate wages and terms of service. It has exercised that power to shorten its hours of service and to increase its rate of compensation in accordance with the theory that work must be provided for all on a wage basis that will assure to the wage earner a comfortable standard of living, regardless of any consideration of equity to others. Under that system the growth of arrogance, inefficiency, and undiligent service has been staggering. To enable the railroads, whose economical operation is perhaps more vital to public interest than that of any other industry, to operate profitably under its almost impossible demands, recourse has again been had to legislation and the burden passed on to the public in excessive rates.

The demands and the abuses of the system have extended to preferred classes throughout the industrial field, and are reflected in the excessive cost of commodities. Meanwhile the farmer is obliged to sell his products at a price level determined by the natural law of supply and demand, and to buy his necessities at a valuation maintained by the compulsory standard of labor. Under normal conditions it would be difficult to adjust two such antagonistic principles to a profitable ratio, and then, as now, the one is maintained at the level of war-time inflation and the other near the opposite extremity of value, the farmer's situation is intolerable.

The co-operative marketing movement received its impetus when the inability of political nostrums to relieve the farmer had become apparent, and politicians were eager to sanction any project that would distract public attention from their helplessness. The theory of co-operation lends itself with peculiar effectiveness to the purpose of the demagogue, who, aided by the extravagant and unmerited endorsement of political leaders has succeeded in investing it in the popular mind with a virtue scarcely less than necromantic.

No one in this assemblage, which includes men familiar with every phase of co-operation in its relation to the grain trade since the beginning, believes that co-operation has contributed to the industry one single distinctive feature of economic merit. Few of its impartial, though at one time ardent, advocates claim for it more than that it hastened the passing of so-called "line-house" abuses, which after all were largely the result of primitive conditions and were certain to disappear with the abolition of special privilege, cut rates, the advent of modern methods and spirit of competition. The co-operative elevator system, after years of continuous operation, is subject to exactly the same limitations that govern its independent competitor, and barring the enormous advantage of a patronage predisposed as a result of invested interest, is successful in proportion as it brings to the conduct of its business the same qualities of intelligent and efficient management.

The McNary-Haugen Bill: From time to time various restrictions have been devised by co-operative organizations to discourage defection of their members; but always heretofore the plan of co-operation has been voluntary, and under it the farmer has exercised the right of choice and appraisal, selling his product whenever, and with occasional almost negligible restrictions, wherever he pleased. In the early phase of co-operative organization appeal to the farmer's prejudice was based on a plea for unrestricted competition, wherefore it is particularly significant that the latest plan of co-operation aims first of all at a complete elimination of competition.

The plan is embodied in the celebrated McNary-Haugen Bill, which is at once typical of its class and of the present day drift of government away from democratic principles. The measure is political rather than economical, and contemplates, by rendering co-operation compulsory, centralized control of farm marketing in a department of government, thereby annihilating the independent marketing system.

Indications are not wanting that we may soon expect to see the Director of Agriculture arrogate to himself the prerogatives of a Minister of Justice, before whom such of us as dare attempt to compete with the government monopoly may be haled for investigation and discipline.

If anything may be said in defense of honest advocacy of the measure as a relief for agriculture, a relief that is greatly to be desired, certainly there can be no defense for its justification on the grounds that it is no worse than similar legislative protection extended to other systems, in whose compulsory benefits agriculture would be expected to share. The plight of agriculture itself affords a glaring example of the fallacy of that principle, and no more convincing proof is needed. If one class is to be maintained by preferential legislation on a plane superior to its co-ordinate classes, it is merely a question of time until self-preservation will compel acquisition of the same privilege by all others, a manifest economic impossibility. Sooner or later economic chaos must result, for the system demands some element as a prey to its discriminatory operation.

Paternalism, the logical sequence of a national apathy that would permit the assumption by government of a function rightfully belonging to the individual, substituting bureaucracy for individualism, in a democracy is symbolic of the break-down of national virility. If the tide of paternalism which is rising in our legislative halls reflects the dominant economic sense of the American people, we may well fear for the virile individualism which has been our vaunted heritage, and which has led us to economic heights scarcely paralleled among the nations of the world.

Our chief concern, and the urge of every citizen should be, not an extension of legislative favoritism to include our own personal interest, but a restoration of respect for those principles of freedom of individual opportunity and initiative which are the heritage of every American citizen under the Constitution, and which will assure to every individual and to every class the proper meed for whatever degree of service either may render.

The Rev. Isaac M. Yonan of Urumia, Persia, made an appeal on behalf of the "Near East Relief" for a contribution of a carload of grain to feed the children in Asia Minor. He told of the atrocities practiced by the Turks on the helpless Christians.

W. E. Culbertson, of Champaign, presented the annual report of the secretary, following:

Secretary's Annual Report.

I would like to see the entire grain trade of this state and nation prosperous. That can be only when the country dealers are doing a profitable business, for the country dealer is the backbone of the grain trade.

Too many dealers: Today, in Illinois, I believe the country dealers are as prosperous as the dealers of other states, probably more so than in some, but there are too many dealers for the amount of grain to be handled. Few dealers handle enough to pay any more than their cost of operation, let alone interest on the investment, who depend upon their buying margin as the profit in merchandising their grain. Most depend upon speculation for their profits, and it is for this reason that the Co-operatives are not meeting with the success promised and most likely never will. All the Co-operatives have accomplished is to have put more elevators in an already overcrowded field. I very much doubt if the time ever comes when the number in the country grain trade will be much reduced.

Side Lines: I believe the solution lies in the country dealers adding other lines to their business. Many have already done this and are among the more prosperous. Care should be exercised in adding any side-line that it be an asset, not a liability. Coal, lumber, fencing, building materials, feeds and seeds have as a general rule been found profitable, while implements, automobiles and automobile supplies have caused financial loss. The fact the commodity the grain dealer might like to handle is already being handled at his station is no valid reason why he cannot handle it, but all the more reason he should. The grain dealer has a decided advantage over any other merchant of his city in that he has a collection agency all his own. He is always the preferred creditor and gets his money, if anyone other than the landlord does. As a result he can handle any commodity that the farmer uses on a smaller margin of profit than can any other merchant. Business is and always will be a survival of the fittest.

I believe that the successful country grain dealer of the future will be the one who in addition to buying the farmer's grain sells him a goodly share of the merchandise he must buy. I trust that the Associations' members will give this careful consideration and should any member at any time feel that I could be of service to him, that he will not hesitate to call upon me.

Since our last Annual Meeting I have endeavored to spend practically all my spare time in visiting with our members and in holding local meetings. During the year I have traveled over 12,000 miles by auto, and have held 15 local meetings.

Thirty-four new members have been added during the year, with the result that no loss in membership has been sustained. In fact, we would have shown a gain, but for the loss of members in various terminals. It seems that



Pres. C. E. Graves, Weston, Ill.

for every new member we have secured in the country, we have lost one in some terminal, which leads me to believe that while the country dealers have been hard hit, the dealers in the terminals have suffered more.

The Arbitration Committee has not been called upon during the year. All misunderstanding arising between members having been ironed out without resorting to arbitration. The members of the Illinois Ass'n can take great pride in the fact that there are fewer differences up for arbitration in their Association than in any other organization of like character.

The Claim Bureau has had a very light year having been made use of by only a small per cent of our members, but it is still functioning, and we shall be glad to have any member make use of it.

Our Scale Department in charge of Messrs. J. B. and L. C. Sowa inspected more than 1,000 scales during the year, making minor repairs to many and re-building over 50. It should be borne in mind that our inspectors are men competent to rebuild your scales, that they carry the necessary repair parts with them and that they aim to make a call upon every member at least once during the year, thus affording scale inspection service to all.

During the past year the Freight Claim Agents of the various railroads have asked this office to furnish them with the inspection reports on the loading out scales of a number of the grain dealers of this state, so I would suggest that if you have not been in the habit of having your Automatic or Hopper scales inspected at the time the inspector goes over your wagon scales that you do so in the future, as it may be of help to you in securing settlements of your loss claims.

Besides attending to the correspondence and office routine our office compiled and distributed the 1924 Directory of the Grain Trade, getting this out January 1st.

Since publishing the directory our efforts have been directed towards keeping our members advised with reference to the legislative situation at Washington and doing all that we knew to secure the defeat of the McNary-Haugen Bill.

I am pleased to report that the financial statement of the Ass'n for the year reveals a surplus of \$1,875.44. This is practically the same as a year ago, so it will be seen that the finances are in good condition. In addition to this surplus there is due the Association from the Integrity Mutual Casualty Co., something like \$150.00 for commissions on Workmen's Compensation and Public Liability Insurance that I have secured in my visits among the members. So you can see that if I advise your taking on a side line, that I am only practicing what I preach in having added one to your organization.

In closing I wish to pay my tribute of respect to the officers of the Association for their efforts in your behalf and extend my thanks for their many acts of courtesy and kindness during the year.

The following is the statement of the receipts and expenditures for the year ending May 1, 1924:

RECEIPTS.	
Balance on hand May 1, 1923	\$1,872.80
Membership dues	\$5,232.00
Membership fees	35.00
Directory advertising	2,089.20
Claim fees	64.50
Scales	377.60
Sale of Directories	57.00
	<hr/> \$7,855.30
Total	\$9,728.10

DISBURSEMENTS.	
Office supplies	\$ 118.78
Officers' expense	14.00
Postage	355.71
Annual convention	92.50
Rent	240.00
Telephone, telegraph and express	117.98
Ass't Secretary's salary	1,500.00
Printing	77.23
Secretary's salary	3,500.00
Secretary's expense	801.45
Directory	785.00
Dues to National Ass'n	270.00
	<hr/> \$7,852.66

Balance on hand May 1, 1924\$1,875.44

The report of M. J. Porterfield, Murdock, treasurer, was read, as follows:

Treasurer's Annual Report.	
Receipts.	
Balance on hand, May 1, 1923.....	\$1,872.80
Received from W. E. Culbertson, Sec'y..	7,855.30
Total	\$9,728.10
Disbursements.	
Orders of the Pres. and Sec'y.....	\$7,852.66
May 1, 1924, balance on hand.....	1,875.44
Total	\$9,728.10

The report of the finance com'te by Chairman Harry Allen, of Broadlands, as read by

Sec'y Culbertson, showed the accounts to have been correctly kept.

E. M. Wayne, Delavan, chairman of the executive com'te, reported that the com'te had held no meeting during the year, there having been no arbitration and therefore no appeal for the com'te to consider. Mr. Wayne said this spoke highly for the membership of the ass'n as being able to adjust their differences.

On motion by Mr. Wayne, Miles, Hillmer and Cook were appointed a com'te to raise sufficient funds to buy a car or two of corn for the near east relief.

Elmer Hutchinson, Arlington, Ind., asked for information how the scale inspection work of the Illinois Ass'n was conducted.

Mr. Culbertson: You can understand what it means to a dealer to have the political inspector put a tag on a scale condemning it.

Our scale inspector charges \$4 for the first scale inspected, \$3 for the second scale, and \$5 to each dealer for traveling expenses. It costs \$9 to \$12 to each dealer. It is a matter of insurance, as most of the scales are all right.

Mr. Hutchinson: Indiana is a joke on scale inspection.

H. A. Hillmer, Freeport, Ill.: State inspection has some value. One farmer had a scale and weighed grain for neighbors incorrectly, making us a great deal of trouble. We offered to pay for having his scale repaired but he refused. When the state scale inspector came we had him go over there and he condemned the scale and we had no further trouble.

Replying to a question by Victor Dewein of Warrensburg, Mr. Culbertson explained that the \$5 for transportation included what would be drayage if the inspectors of the Ass'n did not have their own auto truck. The scale inspector of the Ass'n owns the truck and bears all the expense of repairs and maintenance. Formerly the inspector carried 1,000 pounds on the trains, paying for the transportation of 850 pounds as "excess baggage."

Adjourned to 2 p. m.

Friday Afternoon Session.

The Friday afternoon session was called to order at 2:30 with a greatly improved attendance, over 100 being present. The dealers sang several songs with piano accompaniment before Pres. Railsback introduced Chas. D. Morris of the Western Railways Com'te on Public Relations, whose able address, given elsewhere in this number, was frequently punctuated by applause:

Mr. C. E. Graves, of Weston, Ill., took the chair.

Chas. Quinn, sec'y of the Grain Dealers National Ass'n, Toledo, O., made an address on "National Legislation," in part as follows:

National Legislation.

I was much interested in what Mr. Morris had to say about the candidate for president of the United States who promised to reduce rates and to raise the pay of railway employees at the same time.

One country constituent, when told that 12,000 bills had been introduced, said he felt sorry for his Congressman because "he can't count that far."

This nation can not stand a tax of \$8,500,000 each year. There are pending bills making appropriations of \$3,600,000,000. Our Congressmen come to Washington with legislation to increase our taxes 50 per cent.

The general attitude of members of Congress has changed. A few years ago when we went into com'te rooms they took it for granted the witness understood his business. The whole air now is permeated with hostility. The chairman at the head of the table barks at you; he wants to discredit your testimony. Members of the com'te sitting along each side of the table each ask you in turn, "What substitute for the bill have you to suggest?"

Mr. Haugen said the grain men did not need a hearing because the bill did not affect the grain men. Mr. Haugen says, "We have these various classes running on a high level and we see the farmer running on a lower level. It will do you no good to tell us this bill is economically unsound. We are going to try it out. There are only 14,000 grain dealers and 7,000,000 farmers. Would it not be a good thing and a moral thing to put you fellows out of business?"

Chairman Haugen said to me: "We men in Congress, the so-called Farm Bloc, don't take no stock in co-operation. There are too many farmers. The future of the farmer depends upon legislation that will put the government behind the farmer."

If the bill is defeated our next conflict will be with a co-operative bill fostered by federal legislation. One is the B. F. Yoakum bill to appropriate \$10,000,000 to finance these rabbits who go around to get farmers to sign. The Williams bill appropriates \$1,500,000 each year for two years to put the co-operative movement on its feet. The next movement will be to create a great national co-operative organization.

Every time there is distress in the country agrarian legislation follows; but when business men suffer distress they grin and bear it. After the war prices collapsed and as the agitators could not attack the railroads and we had only to look across the ocean to see the evils of inflation, the grain dealer was the only class that remained to be attacked.

The Farm Bloc has been creating a delegation to go to see the president to get his support for the McNary-Haugen bill. Two weeks ago the bill would have passed, but time is in our favor. The bill is now changed closer than ever to the Norris-Sinclair bill, that in plain language proposes to take over and run the grain business.

The present system of grain distribution is based on the autocratic system. In the co-operative system it is a babble of voices and the result nothing is done. Co-operative buying always has been a success because the seller is at the mercy of the buyer. The great bakers all have pooled their interests and they have one man at Chicago buying millions of barrels of flour. They are talking of consolidating great milling interests to combat this buying agency. That is one reason for the reorganization of the Millers National Federation.

If you had one man at New York to sell our grain the foreign buyers would know what his price was and they would go around him. So co-operative selling, from its very nature, can not be a success. It is only a question of time when the co-operative selling idea will be a failure. It can not work, as it is unsound.

Parliamentary law has lost ground everywhere since the world war, and is being succeeded by dictatorships. Democracy was one of the things the founders of our government guarded against. They wanted representative government. Nearly one-half of the 4,000,000 who went into the army were morons. The recruiting officers gave them three tests, physical, literacy and intelligence. The intelligence test showed that 50 per cent had undeveloped minds. Out of that lack of intelligence has grown a babble of voices followed by dictatorships; and that is the way this nation will go if you men do not get together. Business men say, "Government control of some other business would be better, because it does not affect us," and you wake up to find some new legislation is affecting you. We should all stand together. If the people of this country do not stand together to fight the feeling of the fellow who thinks the government can do more for him than he can for himself we are doomed.

Replying to a question, Mr. Quinn stated that Senator Smooth has given notice that he will take a vote on putting back in the revenue bill the tax on telephone and telegraph messages.

Pres. Railsback appointed Fred G. Horner, John H. Wheeler and B. P. Hill on the resolutions com'te; and H. A. Hillmer, John Lloyd, Wm. Hirshey, W. C. McGuire and Thos. Ogden on the nominating com'te.

Adjourned for banquet.

The Banquet.

The banquet in the headquarters hotel Friday evening opened with prayer.

E. M. Wayne of Delavan was toastmaster, with two assistants, who, however, resigned.

Rev. E. B. Rogers of Springfield gave local memories of Abraham Lincoln, and related such passages in the history of the Great Emancipator as made his auditors appreciate the sterling character of Mr. Lincoln.

Hon. Thos. F. Donevan of Joliet, who is the Democratic candidate for attorney-general, attacked bloc legislation, declaring there is too much legislation to benefit some group or class.

Vocal selections furnished by the Springfield dealers included songs by a male quartet, several solos by Mrs. Westenberg, and by a young and beautiful daughter of one of Springfield's old-time grain dealers, John Lloyd.

Saturday's Session.

The Saturday morning session was called to order at 9:38 with about 40 present.

Samuel P. Arnot, executive vice pres. of the Chicago Board of Trade, spoke on the "Legislative Situation at Washington" without studied preparation, but giving a correct view of the methods of the bloc, and indicating what might be expected from the lawmakers. In part he said:

The Legislative Situation.

In Cleveland this week Mr. Hoover spoke on less government in business and more business in government. In one statement I heard him make he said one state had in one year passed 1,000 laws and ordinances. Mr. Hughes before the Bankers Ass'n called attention to the crazy demand for laws. Mr. Hughes said in 12 months there had been 175,000 pages of court decisions and 13,000 permanently recorded decisions, resulting in prolixity, confusion and uncertainty.

Senator Borah said recently: "For days and weeks and months past there has gone out from the city stories of corruption and venality that have accomplished the breaking of the people's faith."

You are placing a tremendous obligation on those that come after us. The roads paid for by some bond issues are worn out before the bonds become due.

Russia has the strongest, the most absolute government on earth, but there is no power that can govern that government, so it runs wild.

The people who propose these laws must think that 85 per cent of the people are either rogues or fools or both. The detectives and spies must be recruited from the 85 per cent, and the result is incompetence and collusion. There is no reason to pass a law that one man is to control another man. If I am a crook and the government hires a man to watch me, the result is that I go into partnership with the man watching me to divide the profits of our crookedness.

A presidential candidate would sweep the nation on a platform that no new laws would be passed and that all unenforceable and obsolete laws would be repealed. Character and good business conduct can not be legislated into a man.

Our trouble is not overproduction of wheat, but overproduction of laws. The man who is complaining today is not the farmer, but the man who is using the farmer to gain his own ends.

In the cities are more persons working under actual hardship than in the country on the farms. The semi-white collar class is not getting enough to live on and educate their families in a decent way.

The farmer is not asking for this legislation. He is being misrepresented. I have been told that I do not count in my opposition to the McNary-Haugen bill as I have a selfish interest and the bill would put me out of business. Some bankers who have loans are working harder for the bill than the farmers. They think it is worth trying.

Gray Silver admits that the bill is uneconomic and unsound, but they say there are two classes of people in this country who are subsidized: the manufacturer by the tariff (political paternalism) and the labor class, thru the passage of the Adamson law and the immigration bill. "Now, the farmer has never had any consideration and it is time he was given a square deal." "The labor and manufacturing interests are two-thirds larger than we are, so they can beat us; but they are willing to let us have a share in the pie."

Their argument is that the farmer wants a square deal, to be put on a level.

Some silver-tongued politician will take up the cause of the semi-white-collared class and something will have to be done for them.

It is like Mutt and Jeff who had a table with one leg shorter than the other three legs, so that it wobbled. They sawed off the other three but did not get the legs uniform, so had to saw off more, but sawed off too much. And as the table still wobbled, they kept on sawing until the top stood only 6 inches from the floor.

I am impressed that the crest of this wave of legislation has been reached. It seems to be settled that we will be relieved of the telephone and telegraph taxes.

Many amendments have been made to the McNary-Haugen Bill in the house com'te, mainly to meet the objection of the grain dealers. We made a mistake by making our objections too soon. We pointed out the absurdity of not providing a carrying charge to prevent the farmer from dumping at harvest. They then provided a carrying charge. They took script out and took cotton out from the act, putting in rice. We never got the explanation why they took cotton out.

The Norris bill is a straight out socialistic bill. It puts the government squarely into busi-

ness permanently. The McNary-Haugen bill is an impossible proposition. If the people want socialism why not let them get it now instead of keeping up this constant nagging. The sword of Damocles is hanging over us, making business stagnant.

Mr. Coolidge has stated he wants some farm relief. The impression prevails that he is hostile to any legislation that is against the constitution and the statutes.

The La Follette class in Congress has opposed the McNary-Haugen bill for political reasons. A forecast as to ultimate outcome is futile. It may be discredited in 20 minutes by a message from Washington. The bill now provides that a violation of the law will be a felony, giving the accused quicker trial.

This bill is the beginning of the nationalization of all industry. We will end up associated very closely with the Moscow government.

V. E. Butler, of the Grain Dealers Mutual Fire Ins. Co., Indianapolis, Ind., read a paper entitled "Looking Forward," in which business and trade conditions of the present day were accurately portrayed. It will be published later.

J. A. Schmitz, Board of Trade Weighmaster, Chicago, read "The Diary of a Weighmaster," which appears elsewhere in this number.

Mr. Wilson of the State Department of Agriculture explained the state seed law.

Fred G. Horner, chairman of the com'te on resolutions, presented the following which were unanimously adopted:

Resolutions.

McNary-Haugen Bill.

Whereas the McNary-Haugen bill pending in congress would empower the government to buy and sell basic farm commodities and result in virtual fixation of prices and elimination of private enterprise, with increased cost of living, and

Whereas an analysis of the bill has convinced leading economists that it would work tremendous economic disturbance at a critical period of uncertainty in the commercial, industrial and agricultural world, and

Whereas it is deemed another futile attempt to control artificially the effect of the law of supply and demand and besides increasing the cost of living for every citizen, would completely fail to benefit those on whose behalf it is urged, and

Whereas the entrance of the government into the field of private enterprise would simply result in great waste of public funds, therefore be it

RESOLVED that the Illinois Grain Dealers Ass'n protests against enactment of this and other similar socialistic and paternalistic measures.

To Expedite Inspection at East St. Louis.

Whereas, on account of the observance of Day Light Saving on the various grain exchanges a large portion of the arrivals of grain in the East St. Louis market are not manifested in time to permit inspection for selling on the date of arrival, and

Whereas the Department of Trade and Commerce of the State of Illinois thru its efficient inspection department is doing its utmost to cope with this situation but find it impossible to do so with the number of men now in its employ.

RESOLVED, that the Illinois Grain Dealers Ass'n use its own efforts and influence and request the active assistance of the Illinois Department of Trade and Commerce to induce the railroads entering the East St. Louis market properly to post manifests of all grain arrivals at 7:00 A. M. on the date of arrival and thus expedite the inspection of such grain and permit the handling of the samples and the sale of the grain on the date of arrival and thereby also release the equipment to the railroads one day sooner than would otherwise be possible.

Howell-Barkley Bill Opposed.

Whereas there is pending before the Interstate Commerce Commission an application by Western states for reductions in the railroad rates on grain and grain products, which reductions the farmers and grain dealers of the wheat and corn belt believe vital, and

Whereas the Illinois Grain Dealers Ass'n realizes that if such rate reductions are to be granted without seriously impairing the quality of railroad service or the proper earning capacity as defined by the Transportation Act, a substantial reduction in operating costs, principally wage scales, may be necessary, and

Whereas any wage reductions in the future, regardless of economic conditions, may be impossible under the provisions of House Bill 7358 and Senate Bill 2646, known as the Howell-Barkley Bill, now before Congress, unless railroad employes affected by proposed reductions should agree to the arbitration of such charges, and

Whereas the said Howell-Barkley Bill pro-

poses to abolish the United States Labor Board under the Transportation Act and substitute therefor government boards and employees, costing approximately \$1,000,000 a year, at a time when every patriotic effort possible is being exerted toward bringing about largely reduced costs of government; therefore be it

RESOLVED, that the Illinois Grain Dealers Ass'n, in convention assembled, desires to be recorded in opposition to the said Howell-Barkley Bill; and be it further

Oppose Repeal of Transportation Act.

RESOLVED, that the ass'n is opposed to the repeal of the Transportation Act of 1920 and to any proposed important amendment to such Act for the present, or at least until said Transportation Act shall have been further tested in normal period. The operation of railroads under this Act in 1923, when the service supplied was far superior to that in any other period, despite the fact that the roads handled the heaviest traffic ever recorded, has convinced the members of this ass'n that the repeal of the Act at this time would be unwise.

Chairman Hillmer having been called away, the report of the nominating com'te was presented by Thos. Ogden, and following officers and new directors for the ensuing year were unanimously elected:

OFFICERS: Pres., C. E. Graves, Weston; 1st vice pres., A. C. Koch, Breese; 2d v. p., L. A. Tripp, Assumption; treas., M. J. Porterfield, Murdock; directors, for two years, L. W. Railsback, Weldon; F. G. Horner, Lawrenceville; Frank Ware, Butler; Harold R. Meents, Clifton, and H. M. Dewey, Camp Grove.

Mr. Graves took the chair and made an address to the members, expressing his appreciation of the honor and stating that he had a standard to live up to established by the past presidents.

On motion by E. M. Wayne the convention adjourned *sine die*.

Convention Notes.

From Nashville, Tenn., came E. N. Williams and R. W. Hale.

Jack DeCourcy, one time a grain traveler, looked in on his friends.

Lew Hill narrowly escaped death when his car overturned coming out of Danville.

The ladies were taken for a ride around Springfield at 2 o'clock Friday afternoon.

From Lincoln, Ill., came W. H. Conley and Fred W. Smith, rep. Bartlett Frazier Co. of Chicago.

Bert A. Boyd had a new one this time, a Mystic Oracle that answered all questions correctly by magnetism.

P. A. Warren of the Crabbs, Reynolds, Taylor Co., Crawfordsville, and Elmer Hutchinson, Arlington, were among the few from Indiana.

E. D. Bargery represented the Union Iron Work of Decatur, Ill.; and Edw. P. Lacey of Chicago represented Bauer Bros. Co., of Springfield, O.

The convention badges were furnished by the Grain Dealers Fire Ins. Co., and two of its representatives, D. C. Cook and J. W. Huntington, conducted the registration.

Mrs. Lee G. Metcalf and her daughter, Mrs. M. M. Fletcher of Illiopolis, Ill., attended the convention; and at the banquet Mrs. Metcalf was given a place of honor at the speaker's table.

Decatur, Ill., was represented by H. I. Baldwin and Horace J. Kapp; W. H. Barnes; V. Dewein; Frank L. Evans, J. C. Hight; Ed Kilpatrick; C. L. Leiss, Frank M. Robertson; and Joseph Wolcott.

The Indianapolis delegation included V. E. Butler, D. C. Cook and J. W. Huntington of the Grain Dealers Fire Ins. Co.; Bert A. Boyd; Donald T. Hart; Ed K. Sheppard; Lew Hill; and Will Wilson.

Peoria was represented by H. M. Barlow; Howard Casey of W. W. Dewey & Sons; Mr. Cole; H. A. Miller; L. H. Murray; L. C. Parkhurst; Philo B. and Grant M. Miles of P. B. & C. Miles; Frank B. Tompkins, chief grain inspector; and Bernard E. Wrigley.

St. Louis, Mo., had a large delegation, including A. H. Beardsley of the Picker & Beardsley Commission Co.; F. H. Barkley; J. L. Boudreau; J. M. Chilton; E. F. Daly; R. R. De Armond, supervisor of weights; Otto Gates; W. E. Hotchkiss; Ed. H. Hunter; B. F. Jostes; Frank Bubb and P. C. Knowlton; C. A. Morton; M. R. Parrott; E. C. Seele; T. C. Taylor; L. F. Schultz; H. A. on Rump; Chester L. Weekes and C. H. Williamson.

Chicago was represented by S. P. Arnot, executive vice pres. and Jos. A. Schmitz, weighmaster, of the Board of Trade; Jack Brennan and John F. Plotnicky of John E. Brennan & Co.; John J. Coffman and Chas. D. Olsen of the Bartlett-Frazier Co.; C. H. Dodd; C. D. Evans; J. N. Frankel; Frank E. Judick of Hitch & Carder; Gordon Hannah of the Pope & Eckhardt Co.; Wm. M. Hirshey and P. E. Kries of the J. C. Shaffer Grain Co.; Ed. Hymers; H. R. Sawyer of J. H. Dole & Co.; B. F. Traxler; Mr. Schifflin and Fred Munson, Champaign, of Philip H. Schifflin & Co.; Wm. Tucker, Paxton, and R. G. Williams of Lamson Bros. & Co.; A. R. Tunks, Bloomington, rep. Bartlett Frazier & Co.; M. L. Vehon; Adam Wegner, and A. M. Wood.

Illinois shippers in attendance included: J. R. Adkins, A. Bergman, Emden; N. W. Boggs, Lovington; Wm. Beers, Centralia; E. Block, Indianapolis; Carl Bradley, Virden; W. L. Breeding, Jacksonville; Guy Cook, Ivesdale; F. H. Clower, Mt. Auburn; J. B. Craig, Cadwell; C. V. Coyne, Thomasville; F. J. Craner, Elkhart;

H. M. Dewey, Camp Grove; W. D. Dodgson, Winchester; O. H. Fullenwider, Mechanicsburg; Funk, Kernan; L. S. Fowler, Campaign; F. S. Fry, Jacksonville; C. E. Frederick, Niantic; C. J. Graves, Weston; H. Giblin, Bondville;

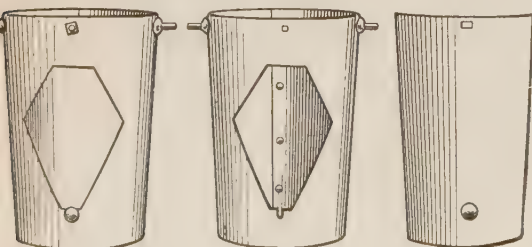
H. A. Hillmer, Freeport; Frank J. Holub, Hammond; John H. Hildebrandt, Emden; D. R. Jansenwinkle, Bloomington; E. E. Hamman, Gibson City; A. L. Hight, Mt. Auburn; J. T. Holmes, Lewistown; J. A. Harvey, Elkhart; R. Jansenwinkle, Bloomington; B. P. Hill, Freeport; H. R. Hurley, Mahomet; Geo. L. Hieronymus, Winchester; N. N. Hieronymus, Green Valley; L. T. Jones, and W. E. Jones, Taylorville;

O. H. Kirk, Edinburg; V. G. Keplinger, Waverly; A. C. Kock, Breese; J. M. Kautz, Mt. Pleasant; Robert Leetch, Pontiac; G. L. Lindsay, Lovington; Miles E. Leach, Cornland; H. C. Luckenbill, Argenta; J. H. Lloyd, Springfield; J. M. Leroy, Hamilton; H. R. Meents, Clifton; L. W. Merrick, Dana; A. F. McKenzie, Taylorville; L. L. Moore, Toledo; W. E. Munson, New Berlin; O. P. Morgan, Ivesdale; W. C. McGuire, Iarao;

H. L. Northrop, Alsey; Chas. H. Noble, Normal; T. Ogden, Champaign; D. A. Patton, Lawrence; J. W. Prather, Williamsville; C. J. Porter, DeLand; C. W. Parry, Chenoa; M. J. Porterfield, Murdock; B. F. Rayburn, Maunomet;

J. P. Sledge, Champaign; Harry T. Strawn, Jacksonville; C. B. Sauer, Dana; J. F. Sprague, Ement; Paul B. Scott, Arnold; U. J. Sinclair, Ishland; C. F. Scott, Lake Fork; R. W. Strader, Farmersville; W. R. Turnbull, Waverly; Frank Ware, Butler; Bruce Waller and Geo. Waller, Maroa; E. M. Wayne, Delavan; J. Wrenn, Washington; T. H. Wright, Maroa; Otto F. Young, Stonington; L. W. Young, Buffalo; O. A. Zimmer, Champaign, and F. W. Zelle, Lake Fork.

A MERGER of the Bureau of Foods and the Bureau of Chemistry, of the Pennsylvania Department of Agriculture, has been made to avoid duplication of effort. James Foust will be director until April of 1925, when James W. Kellogg, now ass't director and chief chemist of the new unit, will take his place. It is short sightedness on the part of the bureaucrats to permit such economy.



A Section of Renewable Bottom Spout.

Material Prices Lower.

Composite lumber price index was \$27.35 per 1,000 board feet at the close of the week ending May 3, as shown by the *American Contractor*. At the corresponding time a year ago the composite price of lumber was \$35.37. Prices have come down considerable since a year ago. Perhaps now is the time to build the cribbed elevator.

Composite prices on portland cement ran \$2.48; common brick, \$16.71; structural steel, \$2.27, for the week ending May 3. The prices for a year previous were: Portland cement, \$2.54; common brick, \$16.82, and structural steel, \$2.56. Building material is coming down and it is time it did.

Another Buro. Help!

Washington, D. C.—Early action is expected on the White bill, which provides for complete federal regulation of radio communication and establishment of Sec'y Hoover as federal head of the industry. Unanimous approval is given the bill by the House com'te on the merchant marine.

A Bureau of Radio, within the department of commerce, to be assisted by a general advisory com'te is proposed by the measure. The sec'y of state, sec'y of treasury, sec'y of war, sec'y of navy, sec'y of agriculture, postmaster general, sec'y of commerce, and the United States Shipping Board would be represented by one member each on this com'te. Seven additional members of recognized attainment in radio communication would be drawn from civil life.

Matters relating to "(a) the administration or changes in the law, regulations and treaties of the United States relating to radio communication, (b) the study of the scientific problems involved in radio communication, with the view of furthering its development, (c) the scientific progress in radio communication," would be referred to this com'te.

Don't Let Congress Crucify Industry.

Under the main heading given above, Mr. M. Glenn, Secretary of the Illinois Manufacturers' Ass'n, in a special bulletin draws attention to the fact that business is being attacked on every hand by Congress. He says that the situation is extremely serious and that business men are asleep. He draws attention to the fact that there are at least five bills on the road to passage, which if not properly amended will work great hardship on the industries and bring about stagnation of business.

One of the measures which will have a big effect on industry is the proposal of Congressman Paige which proposes to increase by 200% parcel post rates.

Our legislators are confronted with a dilemma, so many interests are clamoring for attention and the needs of the various classes are urgent. Apparently the only way to get things done is to "rush them through."

Everybody is asking Congress to "get something done." Under pressure of this kind it is easily possible that the Paige Bill, which offers such an easy solution of the matter by in-

creasing parcel post rates and other postage items, will be passed through without mature consideration.

To lay a burden of \$150,000,000 on the farmer buyer at the present time would practically cripple his purchasing power. To tax \$150,000,000 on one department of industry would result in stagnation of business in that industry.

Would Destroy Parcel Post Service.

At a conference with President Coolidge and General Lord, Director of the Budget, the Postmaster General declared that the proposal in Congress to get \$100,000,000 additional from parcel post receipts to finance the increase would destroy entirely the parcel post service. "There must be a readjustment all along the line," said Mr. New, "if the postal employees are to be granted the proposed increases which would aggregate from \$125,000,000 to \$150,000,000 a year. We are asked to pay for this by increasing parcel post rates to yield at least \$100,000,000. That is impossible. It would absolutely destroy the service. Some readjustment must be made, but it will be absolutely necessary to distribute the burden."

Write your Congressional representatives so as to counteract the pressure being brought to bear to pass this proposed hasty legislation.

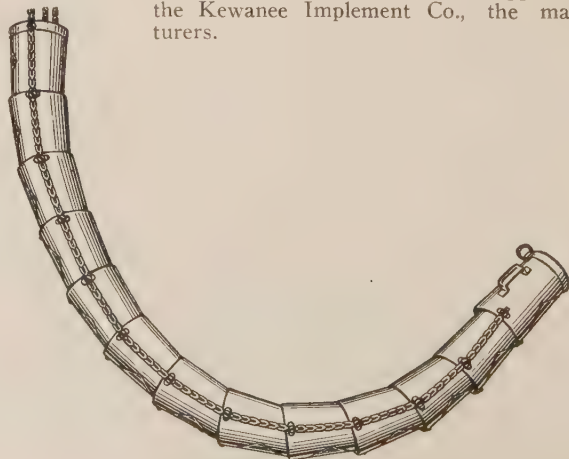
Renewable Bottom Spouts Save Expense.

Grain flowing thru a spout concentrates its wear on the bottom along which the grain slides, so that when repairs have to be made that section of the spout is ruined for any further use and has to be thrown away regardless of the good metal remaining in the upper part of the circle. The result was a tremendous waste before the renewable bottom spout was invented.

A curved piece of metal shaped to fit the interior of the spout is the new part used to repair the bottom. It is shown in the engraving herewith at the right. Next is shown the diamond-shaped opening and at the left is the complete spout section with the renewable bottom inserted. The bottom is held firmly in place by large, oval-headed rivet countersunk not to be worn off by the grain, and a square-shouldered bolt that goes thru a square hole in the renewable bottom, and section, the opening being made square to prevent the nut from turning and working loose.

The sections when assembled into the flexible loading spout are held together by heavy rust-proof chains permitting full advantage to be taken of the taper in the sections to get the greatest flexibility. The gradual increase in curvature increases the speed of the grain so that its velocity, due to momentum, is greatest where it leaves the end of the spout, giving the farthest throw to the ends of the car.

A steel of special analysis is used in the Kewanee Renewable Bottoms. It is extra hard and wear resisting. Common steel would have to be several gages thicker to give the same wear. Readers of the Journal will be given additional information on application to the Kewanee Implement Co., the manufacturers.



Flexible Loading Spout.

The Occident Terminal Elevator at Duluth, Minn.

The Occident Terminal Elevator, recently built at Duluth, Minn., for the Russell-Miller Milling Company, is the outstanding addition of the past year to the grain handling facilities at the American Head of the Lakes. The plant is located on Rice's point, adjacent to the North Western Fuel Co. and the Peavey Elevator, and its trackage is directly connected with the tracks of both the Soo Line and Northern Pacific Railway. A Slip 175 feet wide and 1600 feet long, with a 24 foot depth of water, provides ample accommodation for the largest Lake carriers.

The site on which the plant is located was at the time the construction was commenced, a water lot under an average depth of twenty feet of water. To provide a firm foundation for the buildings, a heavy sheet pile revetment was driven, completely enclosing the property on sides adjacent to Slip and Harbor. 6200 round piles from 40 to 48 feet in length were driven on the sites of the several buildings and the entire area inside the revetment and between piling sand filled, the total yardage of filling required being approximately 140,000 cubic yards.

The plant is a fireproof structure of reinforced concrete and steel throughout and concrete of the following units:

A Working Elevator having two receiving, three shipping, three cleaning, and one screenings legs; seven Warehouse separators, three vessel loading spouts, and two car loading spouts. The storage capacity of this house is 370,000 bushels.

A Trackshed for receiving and shipping covers four tracks and contains eight receiving pits, and two car loading spouts.

A Storage Annex consists of 135 bins, having a total capacity of 2,140,000 bushels.

A Transformer House and Welfare Building houses transformers and switchboards, and provides accommodations for twenty employees.

A reinforced concrete Dock 1253 feet long, with 530 feet additional of sheet pile revetment, enclosed the property on sides adjacent to slip and harbor.

The Track-Shed is of reinforced concrete and is unusually commodious, being 77'-6" wide and 126'-6" long. Four tracks pass through this shed, each track having capacity for 16 loaded cars 40 feet long, thus making it possible to set 64 loads on the four tracks. Ample trackage is also provided inshore for disposing of empty cars. The track door openings are closed by steel rolling curtain doors. Cars are moved through the shed by means of a heavy duty, four drum car haul, located in the basement beneath the tracks.

Four Peterson Pneumatic Grain Door Removers are so located between tracks as to be available for use on all tracks. These machines greatly facilitate the removing of grain doors, which has, in the past, been a source of considerable delay and expense in the handling of grain at terminals.

Grain is removed from the cars by eight pairs of Clark Automatic power shovels, into eight carload receiving pits beneath the tracks. These pits discharge onto two 36-inch belt conveyors which deliver grain to the two receiving legs in the Working House. Two car loading spouts are provided for loading cars on the track adjacent to Working House.

The working elevator is a reinforced concrete structure 78'-6" wide, 110'-6" long, and 184'-6" high. It includes 75 storage bins with a combined capacity of 373,000 bushels. Its primary functions are the receiving, cleaning, and shipping of grain.

The two receiving belts discharge direct to two receiving legs, each having an elevating

capacity of 16,000 bushels per hour. These legs discharge, through 2200 bushel garners, to two of the five 2000 bushel Fairbanks Type "S" hopper scales. From these scales, by means of unusually large Mayo Distributing Spouts, having a capacity of 27,000 bushels per hour each, grain is spouted to Working House bins below for storage or cleaning, or to either of three 36 inch belt conveyors to Storage Annex. These spouts also reach car loading spouts and shipping bins above vessel loading spouts, so are available for shipping if required.

A fireproof addition 12x17'6" and the full height of working house adjoins it on one end and houses a passenger elevator and a broad stairway. It is well lighted.

Facilities for receiving from boats is provided for by a Marine leg having a capacity of 15,000 bushels per hour. This leg is located about the center of the Storage Annex on the Dock side, and discharges onto one of the Storage shipping belts, which delivers grain to one of the three shipping legs in the Working House.

The cleaning of grain is carried on by means of seven No. 10-B Monitor Warehouse Separators, each with a cleaning capacity of 3500 bushels per hour. One No. 9-A "Monitor" Screenings Separator is provided for taking the screenings from the cleaners and dividing them into the different products of which they are composed; that is, taking out the mustard by itself, all flax by itself, all oats separately, the wheat separately and the broken wheat separately. This No. 9 has a capacity of 3½ to 6 tons per hour. One double-Carter Disc Wheat and Oats Separator is provided for removing oats from wheat.

Grain may be drawn from a large number of the Working House bins to the seven Warehouse separators, which are located on

the first floor, and operated in three batteries. From these machines, the cleaned grain is spouted direct to three cleaning legs, each having an elevating capacity of 10,000 bushels per hour. These legs elevate the grain to the top of the House and may discharge through cleaning garners and telescope spouts to Working House bins, to storage belts, or, in case it is desired to weigh and ship direct from cleaners, they may discharge through shipping scales and Mayo distributors to shipping bin or car loading spouts. The screenings from first floor cleaners are transferred by spiral conveyors to a screenings leg having a capacity of 8000 bushels per hour. This leg delivers to a 1000 bushel screenings garner serving the screenings separator located on the distributing or second floor of the cupola. From this screenings garner, the several separations of screenings are spouted direct to bins beneath and the wheat and oats to the Carter Disc separator located on the bin floor. This machine discharges its products to bins directly below. Wells have been provided for the future installation of a drier leg and a fourth shipping leg.

Five 2000 Bushel Hopper Scales for weighing grain in and out of the elevator are known as the Fairbanks Type "S" Hopper Scales, which were designed and built to meet successfully the requirements of accuracy, sensitiveness, and long life, such as were anticipated by the Interstate Commerce Commission, Docket 9009, specifications for scales for this service.

The scales differ somewhat from previous designs of Hopper Scales in that the suspension bearing principles previously used in Railroad Track, Auto Truck and Depot Scales have been applied to the Hopper Scale. In applying these principles which lead to accurate weight and easy inspection and maintenance, features were also included by the designer to make the scale simple and easy for the elevator builder to install. The scales and their beams set on the same concrete floor, so that it is possible for the weigher to see his scale at all times and the inspectors to walk around the scale parts for examination.



The 2,500,000 bu. Occident Elevator, at Duluth, Minn.
[See pages 582-583 and outside front cover.]

The levers in the scale are all loaded on their true center line, thereby using the same principle which has been demonstrated so successfully in other lines of scales by the same manufacturer. The suspension bearings provide that such disturbances as are given to the hopper by movement and pounding of the hopper slides in removing the last traces of grain from the hopper do not in any manner disturb the position of the bearings on their knife edges, which insures that the scales will stay accurate and hold their balance.

The beam outfit, pillars and shelf are all metal, which support an upright beam stand having compensating bearings engaging the beam pivot. In order to speed up the operation of the scale and to make it unnecessary for the weighman to move them by handling counterpoise weights, an improved weight lifting device was attached, so that within a few seconds' time the counterpoise weights are mechanically lifted off the beam, so that the weighman can always check the balance of the scale, before weighing another draft. This constant checking of the balance insures that there is no foreign matter such as caulking paper, bags, or buckets such as sometimes break off the elevating belts are left in the hopper to cause an error to appear in succeeding loads of grain.

The beam itself is an improvement over beams heretofore used in grain weighing service in that the notches are so placed that they are exposed in a downward position, thereby preventing the lodgment of dust or other foreign material in them which would cause error in the setting of the poise.

The Storage Annex is a reinforced concrete structure 82'-6" wide, 428'-0" long and having bins 95'-0" deep. It consists of 53 cylindrical bins 23'-0" in diameter, 18 large interspace bins and 64 quartered interspace bins, a total of 135 bins with a combined capacity of 2,140,000 bushels. Three 36" belt conveyors carry grain from Working House to Storage where heavy duty self-propelling trippers deliver it from belts to bin openings in floor. Three 40" belt conveyors beneath the bins return grain from Storage to Working

House, discharging to boots of three shipping elevator legs. All storage bins are provided with vents discharging outside the building to permit the escape of dust when grain is being spouted into the bins.

Grain for shipment is brought in from the Storage Annex by three 40 inch belt conveyors, which discharge to the three shipping legs having capacities of 20,000 bushels per hour each. Grain may also be spouted to these legs from the Work House bins by means of portable spouts and floor grating spouts to boats. These three legs elevate and discharge through three of the five 2,000 bushel Fairbanks Type "S" Hopper Scales to six 5,000 bushel shipping bins, which serve three large vessel loading spouts, or to be the two car

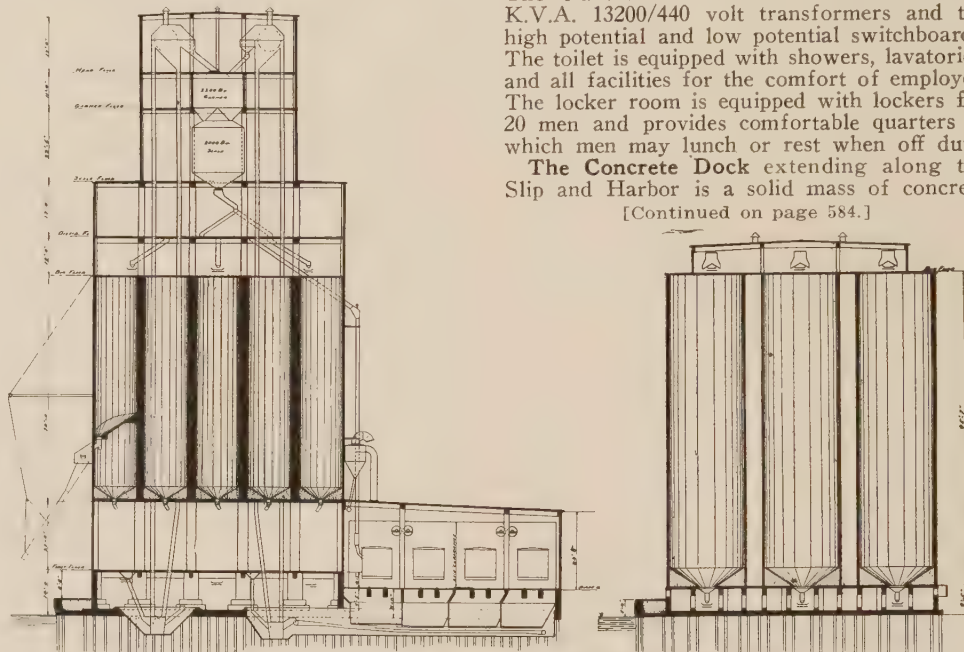
loading spouts on the opposite side of the House. These legs through their Mayo spouts may also reach a large number of the Working House bins or any of the Conveyors returning to the Storage House.

The Transformer House and Welfare building is a one-story concrete structure 18'-0"x41'-0". The basement provides space for steam heating plant and coal bin; electric driven pump and pressure tank for supplying water to toilet fixtures on first floor; and air compressor and receiver for supplying air to Peterson Grain Door Removers and also to the air system throughout the Plant for cleaning out motors, etc.

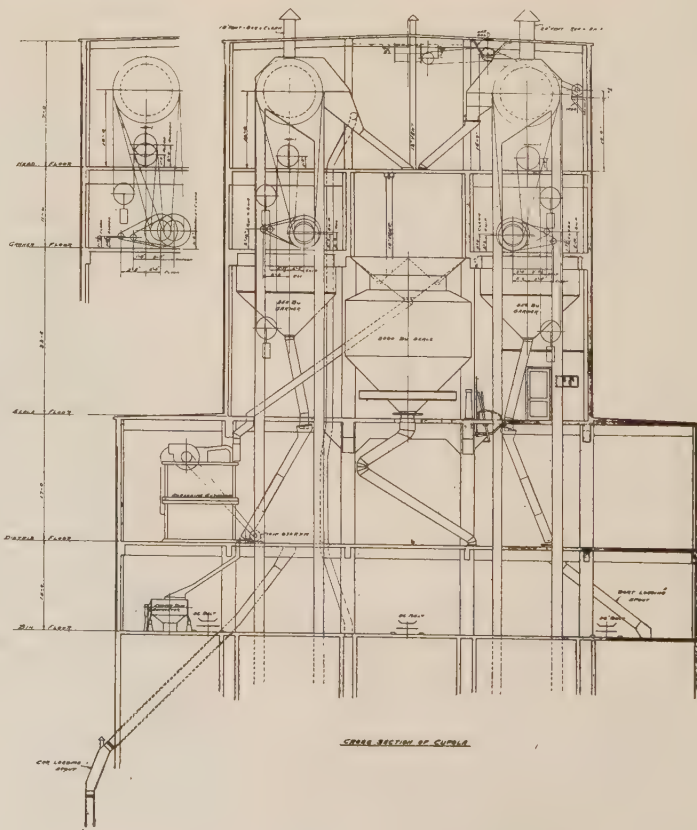
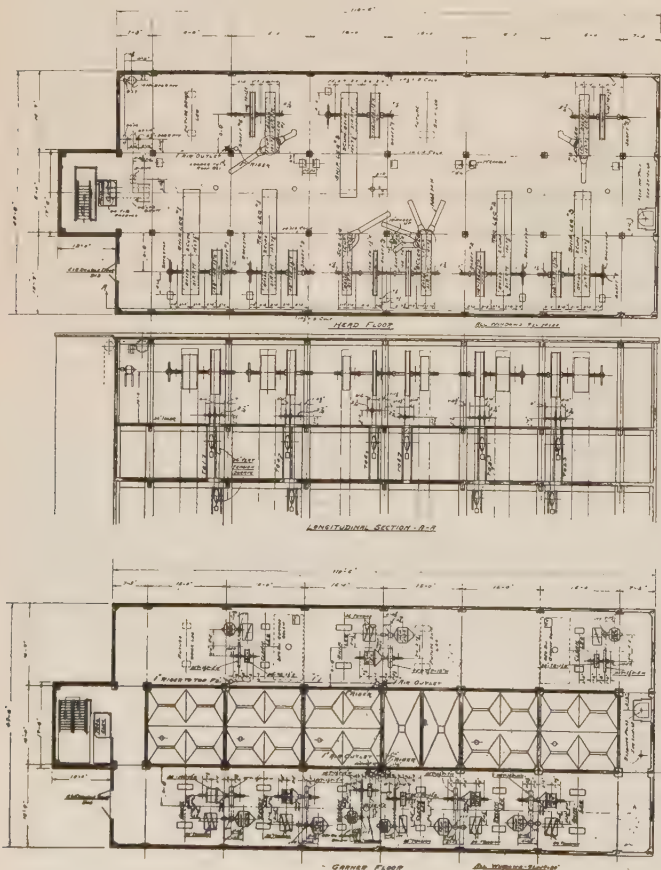
The ground floor of the building is divided into transformer toilet room and locker room. The transformer room contains three 250 K.V.A. 13200/440 volt transformers and the high potential and low potential switchboards. The toilet is equipped with showers, lavatories, and all facilities for the comfort of employees. The locker room is equipped with lockers for 20 men and provides comfortable quarters in which men may lunch or rest when off duty.

The Concrete Dock extending along the Slip and Harbor is a solid mass of concrete

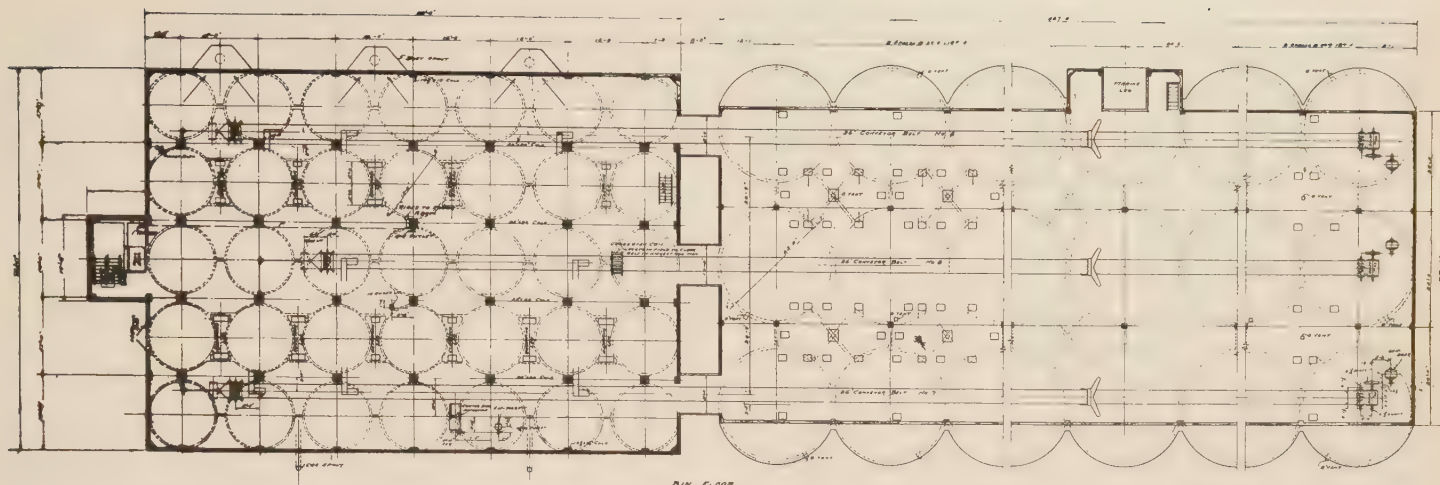
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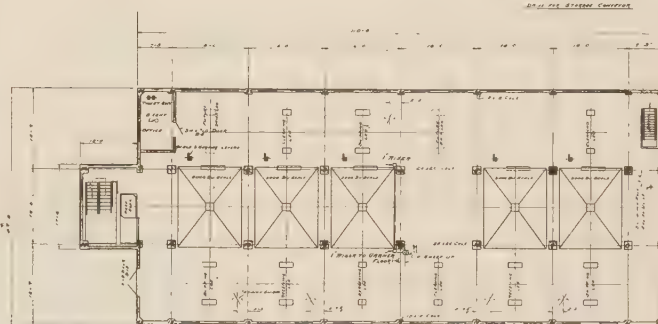
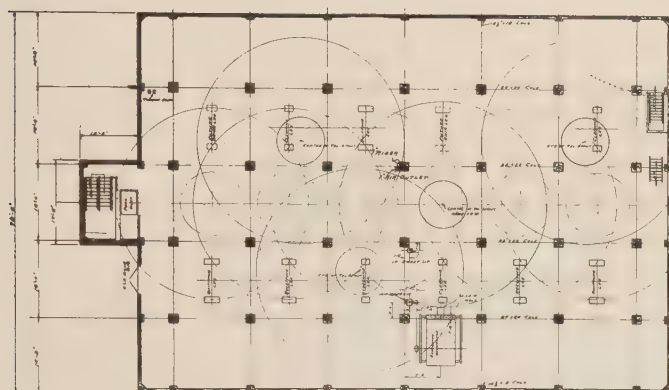
Cross Sections of Working House and Storage.



Head Floor Plan and Longitudinal Section; Garner Floor Plan, and Cross Section of Cupola of Occident Elevator at Duluth, Minn. [See pages 581 and 583 and outside front cover.]

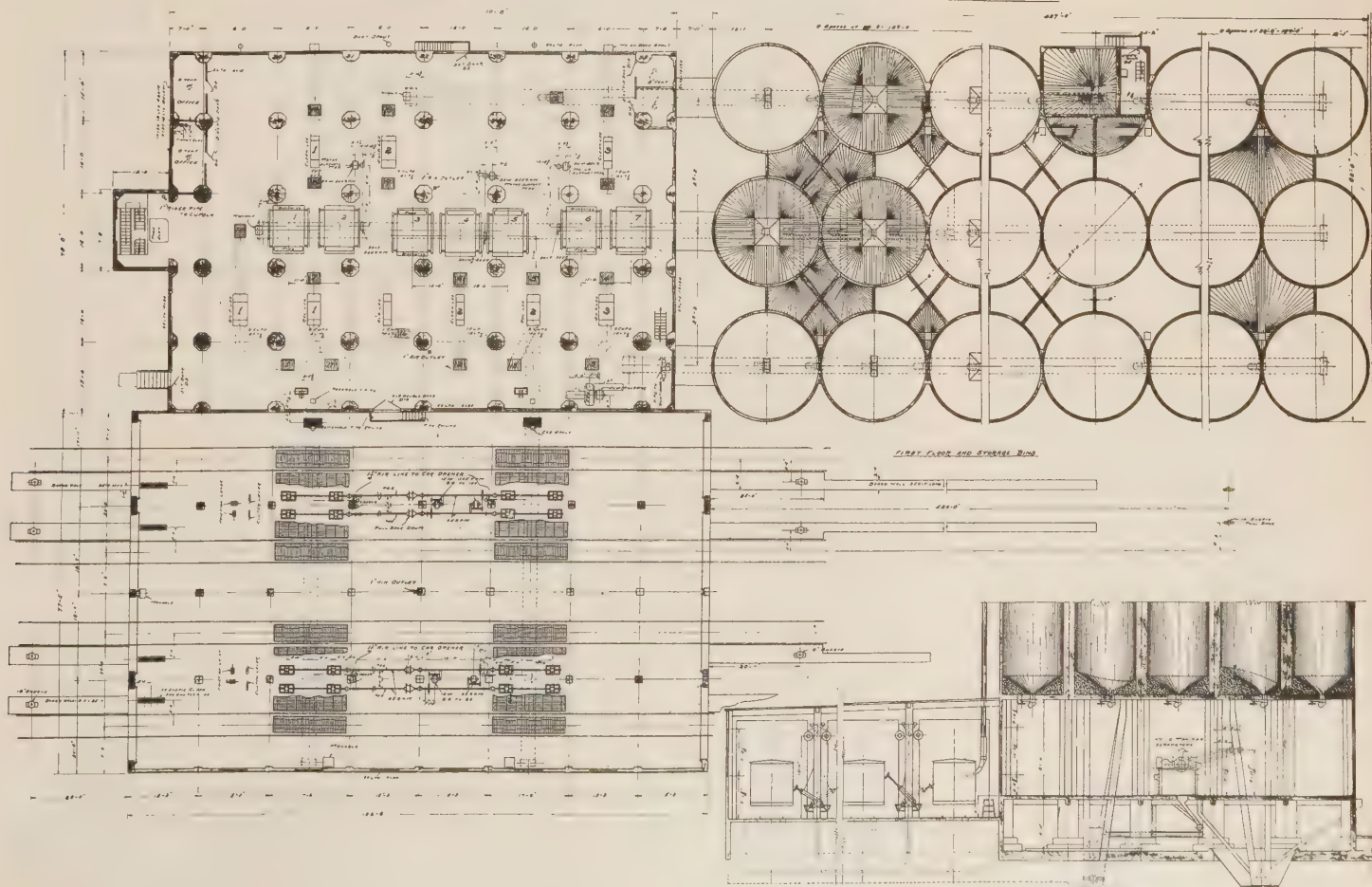


BIN FLOOR



SCALE FLOOR

Plans of Bin, Distributing and Scale Floors.



FIRST FLOOR AND STORAGE BINS

CROSS SECTION THRU WORKHOUSE & TRACK SHED

Ground Plan of First Floor, Storage Bins, Track Shed; and Cross Section thru Workhouse and Track Shed of Occident Elevator at Duluth Minn. [See pages 581 and 582 and outside front cover.]

heavily reinforced with steel and having steel rails imbedded in its face as fenders to prevent the abrasion of concrete by vessels. Heavy cast mooring bollards are set in the Dock top at convenient intervals.

Power: The Plant is electrically operated throughout, the different machinery units being individually driven by 32 squirrel cage type induction motors of General Electric Co. manufacture ranging in size from 5 H.P. to 100 H.P. The total connected load is 1210 H.P. The current at present supplied to the Plant is 4000 volt, 60 cycle, 3 phase. Ultimately 13,000 volt current will be supplied, however, and power transformers installed provide for this change in the future. Morse Chain Drives connect 22 of these motors to the driven shafts.

Reduced Dust Hazard: Many measures have been taken in the design of this Plant to minimize, so far as possible, the dust explosion hazard. A very large area of glass has been used in panel walls, and panel walls themselves so constructed that in case of explosion they would be easily blown out, thus preventing damage to the frame of the building itself. Large ventilating areas are provided in all windows for ventilation and, so far as possible, vents have been provided from all bins to outside atmosphere. Very large ventilators have also been provided on the heads of all elevator legs, and on scales and garners.

The Dust Collecting equipment was installed by the Cyclone Blow Pipe Co. This house is to be completely equipped according to the new rules and regulations of the Underwriters, the Industrial Commission and Fire Insurance Company's. The seven cleaners in the first story are all supplied with Cylone Dust Collectors and galvanized steel pipe connections. In the cupola the screenings machine is also supplied with a cyclone. An auxiliary fan system is provided for taking care of floor sweepers, belt ends, etc. Garner and boot exhaust and belt loader hoods will be added.

Steel sash were used thruout. The transmission, the elevating and conveying machinery and the marine leg were supplied by the Weller Mfg. Co.

The Plant was designed and built by The Barnett & Record Company, and is operated by the Occident Terminal Co.

UPLAND, IND., Apr. 9.—Just completed a trip from Florida and find the farmers in poor condition, altho farmers in southern Georgia are making good. They are raising tobacco and doing considerable improving.—W. W. Pearson.

Railroads Need Less Legislation.

Undoubtedly the clamor for punitive and regulatory legislation has gone too far. The initiative of railroad executives has been blanketed. Not only has the projection of new lines been almost completely stopped but the development of modern facilities has been retarded. We are face to face with the problem as to how that initiative, so characteristic of American genius, can be given free play, without the attendant abuses that come from its unlicensed exercise. This suggests the necessity for creating and maintaining a fine balance between the desired initiative and adequate and satisfactory public service. It is gradually dawning upon the public and the railroad executives that there must be a more wholehearted and effective cooperation. We have sounded the depths of opposite extremes and found them unsatisfactory.

To continue the hostile attitude between the public and the transportation systems and expect a happy and prosperous nation is as foolish as to expect a happy family to exist where there is hatred between its members.—Dr. H. G. Taylor, Pres. Nat'l Ass'n of Railway & Utility Commissioners.

Another Tile Tank Failure.

So many grain storage tanks formed of fire proof tile have burst and spilled their load of grain all over the surrounding landscape that it would seem unlikely grain dealers would use such material any more in the construction of storage tanks of any size.

The tile tanks illustrated herewith were erected at Statesville, N. C., for the Sterling Mills, Inc. The owners write: "We believe tiled bins are ideal for the preservation of grain, if they can be built sufficiently strong to stand. Our opinion is, that the grooves are too small and do not take sufficient cement mortar to hold."

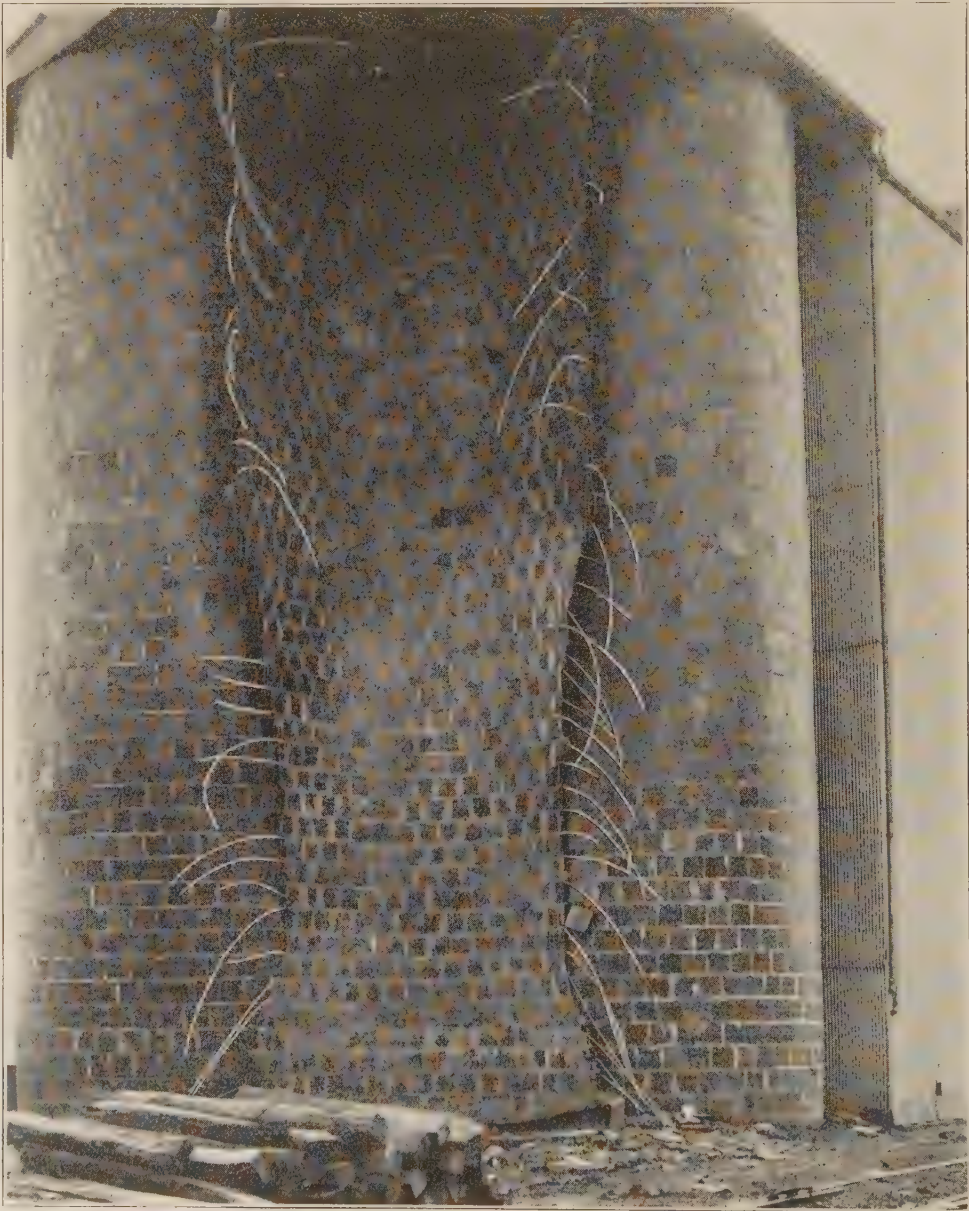
Many large tile tanks built years ago are still standing, but the engineers who erected them do not recommend any more such structures for storing grain principally because of the difficulty in keeping out water. The loading and unloading of tile tanks seems to result in the giving of tile sufficiently to permit the wind to blow rain far in through the walls. Sometimes the water will back up in the tile and remain there until Jack Frost freezes it, swells it, and bursts the tile. Some tanks of small diameter which have been coated with cement or tar have given satisfactory results, but the expense and cost of maintenance is invariably more than expected. Any boy with a hammer could wreck a tile tank in two minutes by breaking through the tile at bottom.

Illustrated herewith are the tanks of the Sterling Mills after the grain had been cleared away. These tanks were about 15 ft. in diameter and 60 ft. in height. The first tank to burst was the one shown with the man at the base of the tank. This tank started to break out about 20 ft. above the ground and when the debris had been cleared away the upper part of the wall was all gone. The employees of the mill found it necessary to work the balance of the day and all night in order to save the 6,000 bushels of wheat which was threatened by a rain storm.

The following week the other tank gave way and 8,000 bushels of wheat fell out. The lateral reinforcing used in holding the tile was broken into by the stress and still dangles in the air, although most of the wall of the second tank has been removed.

The collapse of two of these tanks caused the company to hesitate about overloading the other tanks, but now it has let the contract to an experienced builder for new reinforced concrete tanks which will protect all grain from the elements. Concrete tanks have never been known to burst when properly constructed and reinforced according to standard specifications.

While everybody in the trade will deeply sympathize with the Sterling Mills in their loss, all will be very thankful for the opportunity of profiting by their sad experience.



This Tile Tank at Statesville, N. C.. Burst and Spilled 8,000 bus. of Wheat. [See facing page.]

Do You Favor Higher Transportation Costs?

[Abstract of an address delivered before the Illinois Grain Dealers Ass'n by C. D. Morris, assistant to the chairman of the Western Railways' Committee on Public Relations.]

At the very moment when the President is urging reduction of government expenses and vetoing appropriation measures, in order to permit of a reduction in taxes, labor leaders are engaged in an effort to force through Congress a bill that will add a half million dollars annually to the permanent cost of government. We are facing an election at which every member of the lower House of Congress must appeal to the people at home on the record made during the past two years.

Encouraged by their success in forcing the enactment of the Adamson law, before the people of the nation knew just what it meant, labor leaders are again demanding that Congress pass another important law, without giving time for its proper consideration. In view of these facts, it is not improper to ask whether we are not tending toward government by labor leaders, instead of by the constitutional representatives of the people.

Farmers and business men the country over are complaining of the high cost of transporta-

tion. They recognize, however, that this cost is due chiefly to the wages paid railway workers, which are more than 100 per cent higher than they were in pre-war days. No one with a scintilla of brains imagines that there can be a material reduction in freight rates until there comes a readjustment of railway expenses all along the line. And, yet, we have a demand for the enactment of a law that is intended to make reduction of the major part of railway expenses forever impossible.

The Howell-Barkley bill, designed to abolish the present Railroad Labor Board, robs the people, who pay the bills, of any right whatever to protect themselves against the arbitrary demands of union labor, and will unquestionably tend toward the permanent establishment of the closed shop on all American railroads. The present labor board, the duty of which is to adjust disputes between the railroads and their employees, is composed of representatives of the railroads, of labor and of the general public.

The proposed bill creates boards upon which the general public will have no representation, nor will those employees of railroads who are not members of the general railroad labor unions, be represented in case of a dispute between the employees of a railroad, where the open shop obtains. What more natural than that the provisions of this law be used to force

such employees to unite with the general labor unions whether they want to or not.

To carry out the provisions of this law the people will be asked to pay approximately \$500,000 a year, without any voice whatever in the decisions to be reached. Could there be any more flagrant application of the principle of taxation without representation, against which the people of this country have always stood like a stone wall? The annual tax burden of the American people is now more than \$7,500,000,000, which is some millions of dollars more than the aggregate sales by the nation's farmers in 1922, and but a little less than their sales amounted to in 1923. In the face of this startling fact we are being asked to increase the cost of government another half million without giving the people an opportunity to say what they think about it.

It is obvious that the purpose of this legislation is not to provide a method whereby the differences between the carriers and their employees can be promptly, fairly and economically adjusted. If such were the desire, the demand would not be to substitute partisan boards for a non-partisan one. The proposed Howell-Barkley bill was prepared by labor organizations, with an eye single to their selfish interests. Their leaders testified before the Senate committee on interstate commerce that they spent eighteen months in the preparation of the measure, during which period they made six drafts of the bill. We are thus informed that the representatives of fewer than two million of our people took all the time they desired to draft a measure that directly affects more than one hundred million of the rest of us and are unwilling to give us time in which to determine whether or not the bill shall become a law. Would it be any more than fair, now that the labor leaders have had ample time to determine what they want, to give the people time in which to determine whether or not the proposed measure is wise?

During the year 1919, the year preceding the enactment of the Transportation Act, when the railways were under government control there were 248 strikes upon 153 railroads in this country, causing the loss of two million days labor. It is not claimed that the present Railroad Labor Board has been able to eliminate strikes entirely, but it will not be denied that it has very materially reduced the number thereof and has contributed very greatly to the present period of peace between the carriers and their employees.

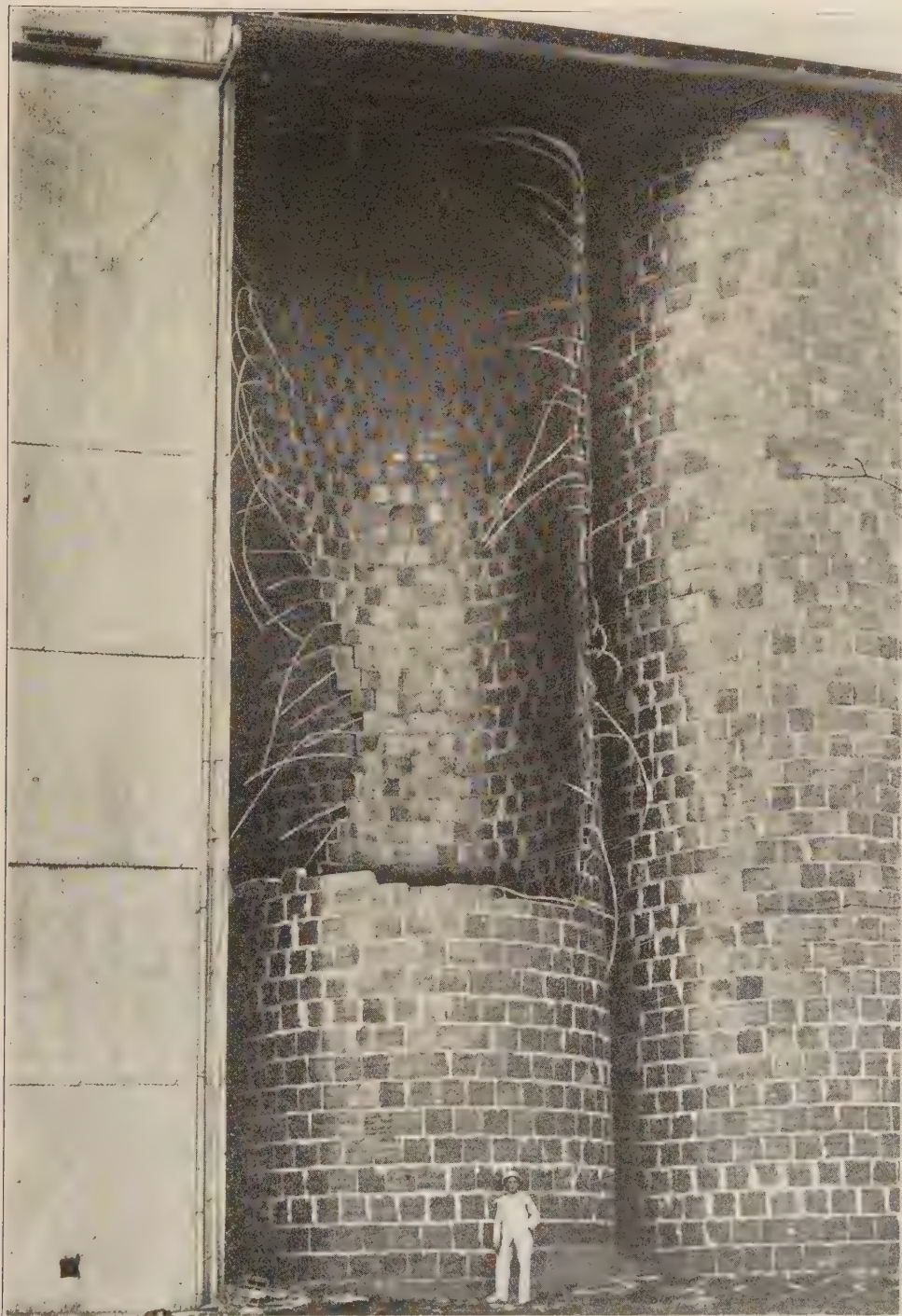
The people are warned in time to prevent this outrage, if they will at once notify their representatives in Washington to withstand the high-handed methods of labor chiefs who now seek to club them into submission. There is now no need for radical changes in the Transportation Act. What the railroads, what all business needs, is a period of rest from radical legislation. Railway employees cannot complain, at this time, of either low wages or unfair working rules. They are enjoying relatively the best wages in their history, under rules dictated largely by themselves. Do you not think it high time that Congress should begin to give its attention to legislation in the interest of all the people rather than to the demands of special groups, each seeking its own selfish interest.

Calcium Chloride Hastens Seasoning of Concrete.

Tests conducted at the U. S. Bureau of Standards, under the supervision of R. J. Wig, of the 1:3 standard sand mortar showed that the rate of hardening was accelerated by the addition of calcium chlorid. It also increased the strength at 24 hours by from 155 to 230 per cent and at 48 hours by from 173 to 190 per cent over the strength of mortar containing no calcium chlorid.

The best percentage of calcium chlorid to use for all proportions of concrete was from 3 to 4 per cent of the weight of the mixing water. The increase in strength at 48 hours thus obtained varied from 14 to 275 per cent for the 1:2:4 mix and from 11 to 110 per cent for the 1:1.5:3 mix. In all but one case the concretes mixed with 4 per cent of calcium chlorid showed a greater strength for both mixes than for plain concrete, these results being consistent, though variable, for all the ages tested up to 30 days. This acceleration in strength is believed to be due to the more complete hydration of the silicates and aluminates in the setting of the cement.

"The use of calcium chlorid increases the cost of concrete by 12 to 15 cts. per cubic yard. For best results it is important that the concrete be mixed to a quaking, but not fluid, consistency. Calcium chlorid should be used with caution for reinforced concrete construction, as it tends to accelerate any corrosion of the steel which may occur."



The Bursting of This Tank at Statesville, N. C., Let 6,000 bus. of Wheat Spill Out.
[See facing page.]

Care of Electric Motors.

Altho an electric motor is subject to the same ills as other moving machines in the way of friction and overheated bearings it has additional hazards due to the current with which it is charged.

Even when operating under ideal conditions there is always a rise in the temperature of the motor due to the current passing thru. This is not dangerous. The normal heating has been expected and provided for by the builder of the motor. Any dangerous temperature rise is guarded against by providing ventilation.

The only moving part in a squirrel cage is the rotor. The core of the Westinghouse rotor is keyed and pressed on the shaft after brazing, and the outside is machined to provide the proper air-gap for ventilation. The arrows in the engraving herewith point to the numerous air passages that prevent hot spots. The air is drawn into the motor and passes out thru the air-gap. The ends of the coils are well braced and spaced to allow for effective cooling.

"Any kind of dust will clog up the ventilating ducts, causing an increase in the temperature. If the dust is of a conducting nature its gradual permeation thru the insulation, or formation of conducting paths around the insulation, will ultimately cause breakdown," writes Phelan McShane in the *Electric Journal*. "If of an acid nature, or if it contains sulphur or other substance which may react with water to form an acid, breakdown is almost inevitable."

Unless the loose dust is carefully blown out of the motor windings every day sufficient dust will accumulate to prevent the free circulation of the air and the necessary radiation of heat. Any oil that may escape from the bearings is retained by the dust, and oil-soaked dust causes the insulation on the windings of the motor to deteriorate. The breakdown often results in a fire. During the 13 years from 1910 to 1922 the mill and elevator mutual fire insurance companies reported 81 fires out of 3,484 as due to the electric hazard, some of which originated in the motors.

"Assuming that the equipment is in good condition, as it should be if made by a reliable manufacturer and if properly repaired following a breakdown, the failure of any electrical apparatus is nearly always due to surrounding conditions, rather than to inherent defects. The principal causes of failure are moisture, dirt and vibration. The fact that an electric motor will continue to operate under extraordinary conditions of dirt and moisture does not mean that the average motor should be expected to do so regularly. By moisture is meant not only exposure to weather or drippings from water pipes, but also sweating in a saturated atmosphere or even damp air which does not cause precipitation on the motor parts but may nevertheless affect the insulation. Continued vibration will cause the toughest steel to give way in time, and copper and insulation should not be ex-

pected to stand up any better. Dirt, however, is the great enemy of electrical equipment."

"The actual cost of the repairs to a motor is in most instances a relatively minor item. To obtain the cost of the breakdown it is necessary to add to the expense of motor repair the cost of the delay in production. The failure of an individual motor, not only affects the operation of the machine or apparatus which it drives directly, but in some cases may also affect the operation of the entire elevator or mill. To the actual production loss should be added the investment charges on the building and equipment as long as the motor is out of commission."

Inclosure and ventilation of motors is recommended by the Mutual Fire Prevention Bureau. Some motors are now made that are fully inclosed and ventilated. In these the clean air from the outside is drawn by means of fan blades on the motor shaft to the windings of the motor and forced thru the motor to the outside. These inclosed, ventilated motors, when properly wired with conduit take no charge in the insurance rates made by the mutuals, while the squirrel-cage motors, unless inclosed in fire resistive rooms are charged for. Motors not in approved rooms or inclosures are classed as sub-standard and the charges under the schedule of January, 1924, are, per \$100 risk, 15 cents for current taken from outside sources supplying motors of any type. For motor and inside wiring to same there is added 10 cents for one motor, 8 cents for the second motor, 6 cents for the third motor, 4 cents for the fourth motor and 2 cents per each motor in excess of four. The foregoing include the penalty for not having the wiring in connection with the motors in accordance with the regulations of the Mutual Fire Prevention Bureau. The charges are cut in two, however, if either the housing or the wiring is of the approved kind. It will be seen that this is a substantial item and warrants the investment in inclosures for the motors.

TRADE in wheat market is slowly being strangled. Volume of outside trade is less day by day. Will speculative buyers appear to take the hedges when new crop starts to move? We are above a world's basis on new crop futures and it does not look at the moment as though there would be sufficient buying to hold this level. Shorts are nervous over news from Washington. The farm bloc have warned Congress that some agricultural relief must be passed at this session. The time is growing short. As long as the market is under the influence of the politicians it will be hard to form a real opinion. It looks as though caution should be exercised.—C. A. King & Co.

What You Pay for Electric Power.

Users of electric power generally have a slight idea of what elements enter into their power bill. Such consumers know that they pay so much per kilowatt and they think they are being charged too much for the amount of power used.

As a matter of fact, the charges made by power companies are more closely regulated than most of the other elements considered as items of expense by power users. Power rates as made or approved by the various public service commissions are now made on "the cost of service" theory. That is, all rates are proportioned among the various consumers, according to the cost of serving them, which cost includes a fair return on the capital invested by the public service company.

The usual method of charging for electric power service is by what is known as the "two-charge rate." This means that the price per unit of metered energy is based upon both the actual or assumed quantity of energy consumed and the actual or assumed capacity or "demand" of the consumer. Sometimes a charge per consumer is added, in which case it is known as a "three-charge rate."

The element of actual quantities consumed is the only one usually considered by the consumer—he reasons that he should pay for only that which he used. If he has, say, three motors in his elevator—two tens and a twenty, besides an attrition mill requiring thirty horsepower and for a month uses only the latter, he is apt to consider that his power bill should be based only upon the amount of power used by that mill. As far as his meter readings are concerned, which represent the actual quantity consumed, he is correct.

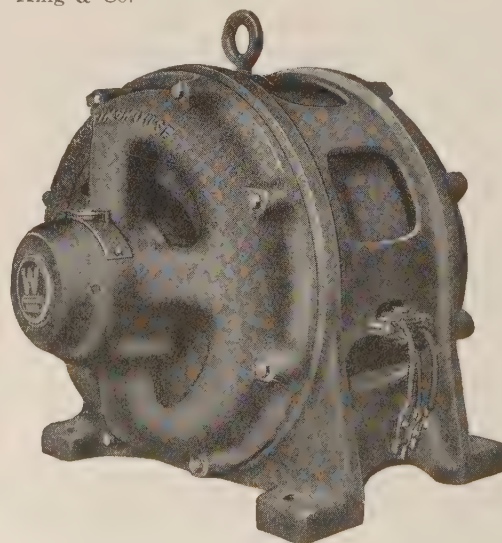
However, he is apt to forget that he has an actual capacity or "demand" of seventy horsepower which he is at liberty to switch on at any time. If he should switch on all his motors and have insufficient power he would be inclined to raise Cain and tell the superintendent of the power company what he thought of him. Now, although he is actually using only the thirty horsepower attrition mill, the power company must be ready to take care of his possible full seventy horsepower. This means that their investment must be large enough to care for his maximum requirements, even though he may never actually need that much power at one time. This causes a "demand" element to be introduced into the rate—it is to take care of the additional equipment needed to insure the consumer all the power he may need or can use.

Actually, power stations are not built up to the maximum capacity which their consumers might need because these "peak loads" of their various consumers will not be demanded at the same time. However, this element of possible demand must be taken into consideration to insure service; therefore, it is a just and reasonable charge against the consumer. If your public service company is not taking care of your demand and is charging you for so doing, you have reason to complain. If you have a large possible demand, but are actually consuming only a part of it, while the power company is ready to take care of your maximum load, the chances are you are getting all you pay for.—Our Paper.

AN ARGENTINE Socialist deputy formally protested the employment of several American agricultural experts in the Argentine department of agriculture, recently. Minister of Agriculture Lebreton, former Argentine ambassador to the United States, developed the plan of organizing Argentine agriculture work along American lines. Capable Argentines would be trained for such positions under American bureau chiefs, by use of this plan. Certain politicians in that country are criticising the government for not putting Argentines in the positions now held by so-called high-salaried Americans.



Arrows Showing Air Passages in Motor.



50 h.p. Type CS Motor for Grain Elevator Service.

Common Causes of Fires

FROM ADDRESS BY G. E. WILSON BEFORE MUTUAL MILL AND ELEVATOR FIELD MEN.

During the 13 years from 1910 to 1922 the number of losses increased only 35 per cent, while the amount paid increased 152 per cent, and the only explanation I have been able to find is that the amount paid on night losses has increased practically 50 per cent. This indicates that day losses on account of the early discovery of the fire are more likely to be partial while the majority of night losses are not discovered until the fire has got beyond control.

During the 13-year period the 15 most common causes of fires have been as follows:

Cause.	Number of Fires.	Amount of Loss.
R. R. hazard	278	\$ 1,458,654
Lightning	591	1,237,594
Hot box	140	1,143,403
Elev. head or boot	83	984,767
Incendiary	97	926,873
Friction in machinery	66	902,412
Exposure	257	838,146
Spontaneous combustion	110	746,421
Electric hazard	81	642,171
Boiler room hazard	86	395,800
Gas engine hazard	56	344,813
Wheat cleaning machinery	29	313,561
Office stove	89	234,921
Spontaneous combus. in coal	61	208,824
Smoking	39	176,330

Total for 13 years 2,063 \$10,554,684

These fifteen causes have been responsible for 2,063 losses which have cost our companies about \$10,500,000, or nearly one-half of the entire loss for the 13-year period. We can therefore safely conclude that these 15 are the most common known causes of fire and the ones that we should put forth our best efforts to correct. When we add to the total of the above 15 causes the amount of loss from cause unknown we have a total of practically \$21,000,000, leaving a little less than \$2,000,000 for the remaining 49 causes.

After cause unknown, which represents about 50 per cent of all losses, the next in order is railroad hazard with 278 fires and a total loss of \$1,458,564. This loss is almost entirely preventable but requires eternal vigilance on the part of the property owner. The principal factor of course is locomotive sparks. All damaged siding or roofing should be repaired at once, all shingle or board roofs should be eliminated and replaced with metal or composition roofing. Impress upon the assured the necessity of cleaning up all litter such as car sweepings, hay and straw, dry grass and weeds around buildings or on railroad siding. All foundations should be enclosed, all windows on railroad side kept closed or covered with heavy galvanized wire screen not larger than $\frac{1}{4}$ inch mesh.

Lightning is next in line as far as amount of loss is concerned, but with 591 losses it is first in the number of fires. This is more than double the number from any other known cause. Lightning we cannot prevent, but its destructiveness can be limited. Inspectors all know how this can be accomplished by the installation of standard lightning rod equipment or the proper grounding of a completely metal clad building. Don't fail to recommend such protection, particularly on elevator buildings. It has been found 99 per cent efficient.

Hot box holds third place as the cause of 140 fires for the 13-year period representing a loss of \$1,143,403. The first thing to recommend is the removal of the chief cause of hot boxes, which is improper oiling or lubrication. The lack of oil is serious but too much oil also introduces a hazard. Open oil receptacles are the cause of many hot boxes; all open oil cups and receptacles should be protected by metal caps. Grain dust is easily ignited by a hot bearing and fire will spread quickly, particularly when box is on a wooden oil soaked bridge tree or machine post; all dirty bearings should be cleaned up and kept clean. The condition in which bearings are found usually parallels the condition of the entire plant.

Elevator head and boot has 83 fires to its credit and nobody knows how many more should be charged to this hazard that are now classed under cause unknown. I do recommend a careful examination of elevator head and boot pulleys whenever you have any doubt about these being all metal.

Incendiary is next in line in amount of loss chargeable to this cause, 97 fires and a total loss of \$929,873. Of course we can't control the incendiary but we can advise the assured to guard against easy access to buildings by keeping windows and doors locked and fastened when there is no caretaker on the premises, thereby eliminating to a large extent the possibility of tramps entering and using the buildings for sleeping purposes. Another important thing is to see that the amount of insurance carried is not large enough to introduce a moral hazard, particularly where the prospects are unfavorable to a profitable business being carried on.

Friction in Machinery. Number of fires, 66; loss, \$902,412. My understanding has been that friction in machinery covers such cases as a fan working to one side of the case and the blades striking fire, a shaft rubbing on metal, metal cheek pieces on rolls—in fact, all friction in machinery outside of the bearings. The number of losses from this cause can be greatly reduced by careful examination and adjustment of machinery and shafting and the eliminating wherever possible of anything that may produce friction.

Exposure. This cause is responsible for 257 fires or a total loss of \$838,140. Fire starting from exposure can be easily traced and there need be little guesswork regarding the origin of exposure fires. I believe this cause of fire is now and has been for the last few years receiving much more attention than formerly. In the good old days when too much was left to the discretion of the inspector his judgment was sometimes biased by the competition he had to meet and the desirability of the risk. Now we have an exposure table that covers fairly well all classes of exposure and enables the fieldmen to make approximately uniform exposure charges. This hazard should be given very careful consideration when reporting on the desirability of a risk, the property to be insured may be first class in every other respect but undesirable on account of a serious exposure.

Spontaneous Combustion. This is no doubt the cause of many fires that help to swell the long list of "Cause Unknown" and a careful checking up of the conditions that tend to produce this hazard should always be made at time of inspection. Leaky roofs, especially on hay warehouses, and the storage of damp or green baled hay, has been the cause of several fires. Molasses feed improperly piled or stored is also subject to spontaneous combustion. Dirt and grease in out of the way places, when aided by heat and moisture and greasy waste rags and old clothes, are prolific sources of spontaneous combustion. The heating of grain and feed in bins has also caused several fires, but time forbids my going into any more detail regarding this hazard so we will pass along to the next in order.

Electric Hazard. To this cause is charged a total loss for the 13-year period of \$642,171. Number of losses 81. This hazard is also blamed for many mysterious fires which for lack of proof of their origin have to be classed as unknown.

Boiler Room Hazard. The chief hazards to guard against are covered in our rating schedule; at least those for which a charge is made. There are, of course, defects for which a charge is not made such as improper ventilation over boiler, steam pipes in contact with combustible material or lack of proper clearance, defective boiler settings, rubbish in back

of or against boiler settings, cobs or shavings piled too close to furnace door, coal piled against boiler setting, wooden buck stays, etc., all of which should be brought to the attention of the property owner by the inspector. The next common cause of fire, according to our statistics, is

Gas Engine Hazard or Internal Combustion Engine. This hazard has to its credit for the 13 years covered by our statistics 56 fires representing a total loss of \$344,813, a tidy sum to pay for the careless operating of this class of power, for without doubt the majority of such fires are preventable and are due to careless or ignorant operatives. The number of fires from this cause has greatly increased the last two or three years due in some measure to the increase of the use of this kind of power but chiefly due to the careless handling of gasoline and improperly installed engines, feed tanks, engines becoming old and worn out, etc. We had a total of 13 fires from this cause in 1922 or nearly one-fourth of the number for the 13-year period. This increase has become so alarming that the matter has been given special attention by our engineering council and certain preventable measures recommended.

Wheat cleaning machinery is responsible for a total loss during the period covered of \$313,561 from 29 fires. The partly enclosed bearing used to be one of the principal causes of fire in wheat cleaning machinery, but this has been practically eliminated by the proper isolation of such bearings. Metal or other foreign substance passing through a scourer is another cause of fire in this class of machinery. All wheat should be run through a magnetic or pneumatic separator before going to scourer. Fans should be kept carefully adjusted so that blades cannot strike sides of case and generate sparks. Fan shafts must have proper clearance and fan shaft bearings must be kept clean. Belts must not be run too tight, etc.

The office stove is another of the common causes of fire that is running a close race with the internal combustion engine hazard, having 11 fires to its credit in 1922 or a total of 89 fires for the 13-year period with an aggregate loss of \$234,921. All stoves should have proper clearance from wood or combustible material with large metal floor protection underneath. Stove pipes should be of heavy metal, well wired in place with at least 18-inch clearance from woodwork and stove must be kept in good repair. Assured should be cautioned never to leave a hot fire at night or when absent from office in the daytime. One of the chief causes of fire from office stove where soft coal is burned is putting in a supply of fresh coal, then closing the stove up tight before the gas is burned off sufficiently to prevent explosion. When explosion occurs the stove door is blow open and the hot coal thrown out onto floor. If there is no one in office, fire generally follows.

Smoking. To this cause is attributed 39 fires and a total loss of \$176,330 and it is probably responsible for a large per cent of fires where cause is unknown. Fires from this cause are in a large measure preventable so far as the prohibition of smoking on the premises is within control of the assured and he should be advised of his personal responsibility and made familiar with our rules, namely, that smoking anywhere on the premises of a mill or elevator should be absolutely prohibited. He should also be informed that the home office of the company you represent or the M. F. P. B. will be glad to furnish him with a supply of "No Smoking" signs to post in conspicuous locations throughout his plant.

Summary. There are of course several other common causes of fire that should have your attention such as foreign substance in machinery, to which most attrition mill fires are due. DUST EXPLOSION with its attendant fire hazard and menace to life should receive the inspector's careful consideration and the means of prevention be brought to the at-

[Continued on page 589.]

Country Elevator Accounting

Get Acquainted With the Ledger

By C. A. LOVELL

If one talks with the average business man or his bookkeeper about the system of accounting that he is using the chances are that the ledger will be the last book mentioned in a vast majority of the cases. This applies equally to all kinds of business, and there is no reason to suspect that conditions are any worse in the grain elevator offices of the country than in offices of other lines; but it is a positive fact that most grain dealers consider their ledger last. And frequently they consider it least.

The ledger deserves more thought and consideration than this condition indicates. It is of more value than all other books combined, provided it is properly kept and rightly used, and the story which it tells will (or should) give a complete birdseye view of the whole business, whereas none of the other books can offer more than a few glances at isolated portions of it.

In every well designed system of accounting the ledger is the central book—and even

more than the central book. It is the terminal destination of every transaction, the place to which all items eventually flow. If it is properly kept it will show in summary everything that anybody will need to know about the business, with the infrequent exception of certain more or less unimportant details. If it is not properly kept it may be impossible to learn the facts which must be determined without an endless amount of labor and search.

Don't look upon the ledger as a tomb for the final interment of your business history. Think of it, rather, as a display case, or as a motion picture screen where you can make the facts about your business march before your critical eye any day of the year.

An endless variety of ledger forms have been worked out for special purposes but all of them bear a close enough resemblance to the simplest form to identify them at once for what they are. Some have a number of columns to be used for various supplementary purposes; some provide for the recording of

details; but in the final analysis the main division of each page or sheet into a debit and a credit side is all that is required.

The engravings reproduced herewith show three of the most common forms of ledger rulings. The first is the form usually met with. It embodies all the essential features. The second is not materially different except as to the column used in showing the current balance; while the third is one designed more particularly for the grain dealer because it permits him to show on each ledger account the number of bushels of grain involved in the separate transactions.

When Form 3 is being used, the bushels should be posted just as carefully as the dollars and cents. This applies especially to the grain accounts where purchases and sales appear, and when this practice is followed it will be possible to learn from the ledger page the exact number of bushels of each grain bought and sold in any given period and to know the amount of shrinkage.

One of the major factors suggesting the use of a bushels column on ledger pages is to be found in the desire to have information about the quantity of grain purchased from or sold to each farmer customer. In a business where this is necessary there is no better place to record the information than on the customer's ledger account. It requires a little more work

FORM 1

[illegible]

FORM 2

[illegible]

FORM 3

[illegible]

Three Typical Forms of Ledger Rulings.

at the time of posting, but once done it is disposed of for all time. Also, the number of bushels can be learned quickly months or years afterward, which is not the case when the only bushel record is kept in a supplementary book.

These other books, such as scale books, journals, etc., easily become lost or misplaced. The ledger is the one book that is usually retained over a long period, and no ledger should ever be thrown away until the business itself is definitely a thing of the past.

The special purpose of the ledger is to give a recapitulation of all transactions. Everything that occurs should find its way to this book. If the bookkeeping accomplishes this purpose, it will be possible to learn from the ledger precisely how much grain has been bought and its cost; how much has been sold and the amount of money obtained therefrom; how much each customer owes and how much is owing to him; how much it has cost to operate the business in each month and year of its existence; whether there has been a profit or loss and how much it is; and the present financial condition or net worth of the business.

All of these things might also be learned from the various books of original entry, provided one knows how to go about it and has the time; and provided further that all the books are available. But it is a foregone conclusion that if the entries are permitted to remain in their original places without posting to the ledger some of them will disappear after a time. If they do not disappear they will be overlooked when the search is made and very little will then be known about what has happened.

The debit and credit division is the essential requirement of every ledger. If it has nothing else it will still be a pretty good ledger! but if it has everything except this division it will be worthless.

The division into debit and credit is, in fact, the one invariable essential of all bookkeeping. The bookkeeper who is thoroughly grounded in the theory of debit and credit possesses all the knowledge of his art that he will ever require. The one who does not understand that theory knows little about accountancy. He may be the best business executive living; but he can never be a good bookkeeper until he learns debit and credit.

The ledger feature which causes many bookkeepers trouble is that of "balance." Reduced to its simplest form, "balance" simply means that the total of the debits must equal the total

of the credits, and that is all there is to it. A ledger may be "in balance" and still be incorrect; but it can never be correct unless it is "in balance."

In future articles it is my purpose to explain the theory of debit and credit in some detail, and to show by means of practical examples how to separate typical grain transactions into these factors. The important thought at the present time is contained in the sub-title of this article: "Get Acquainted with the Ledger."

Common Causes of Fires.

[Continued from page 587.]

tention of the assured at every opportunity, as there are still many who do not realize the seriousness of the hazard introduced by allowing dust to accumulate on machines, walls, beams, etc., and the lack of an efficient dust collecting system.

Friction of belt or rope on wood has been the cause of 13 fires and a total loss of \$144,588. Careful examination of belt and rope drives should be made at the time of every inspection. The careless handling of matches is credited with being the cause of 22 fires and an aggregate loss of \$101,139. Talk this matter over with the property owner or manager and call attention to the necessity of using Safety Matches and the keeping of all matches in metal safes or boxes; also recommend that all employees be requested not to bring matches on the premises.

Exhaust pipe hazard is charged with 32 fires. This of course is really a part of the Internal Combustion Engine Hazard and should be discussed with the assured in connection with defects applying to this class of power.

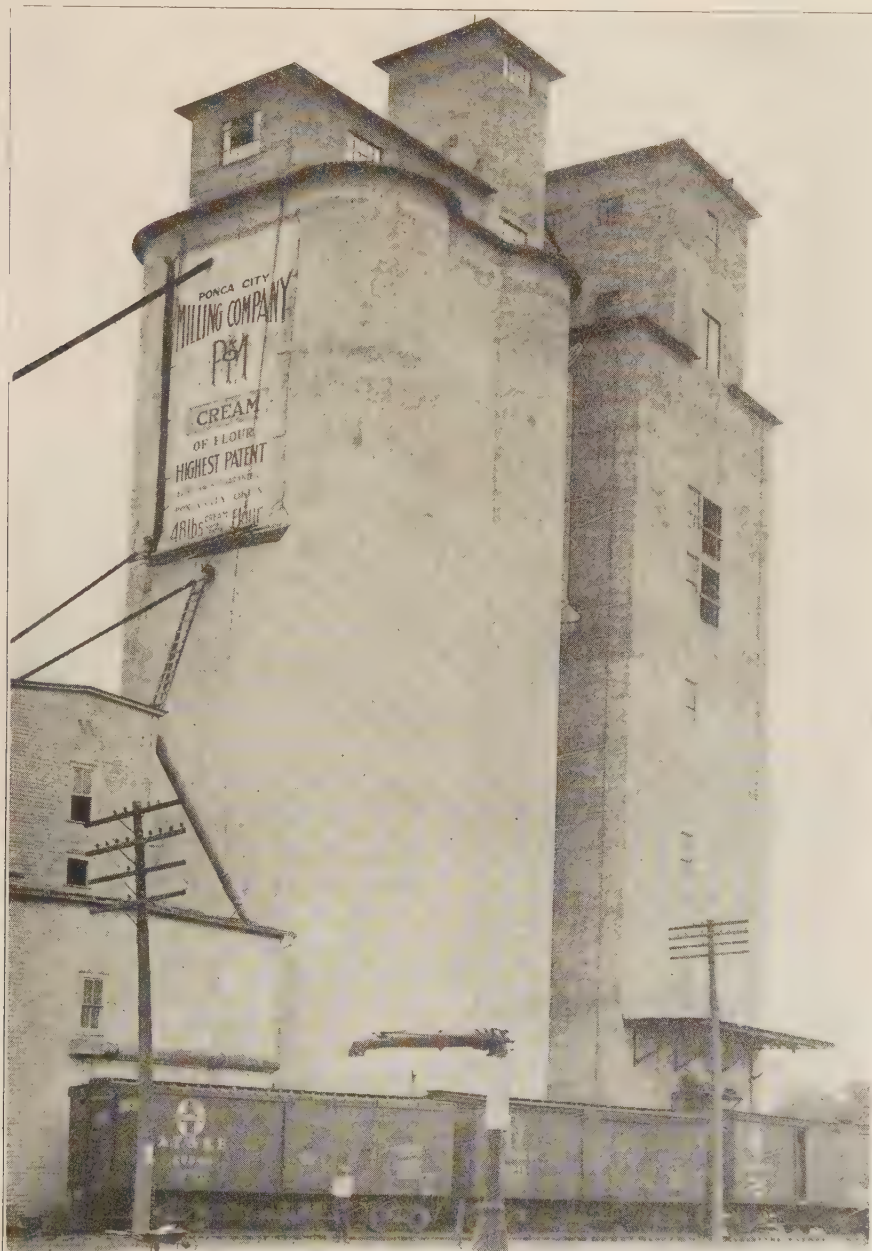
WHAT is claimed to be the most successful of the Sapiro pooling organizations, the Burley Tobacco Growers' Co-operative Ass'n, ran into a snag in Indiana. Judge E. S. Roberts, in the Circuit court, decided that the Sapiro contract of the Ass'n was not enforceable in that state. The organization is not an Indiana corporation, tho it has a large membership in the state. Suit was filed against Jessie Rogers by the Ass'n as a test of Indiana laws.

Enlarged Elevator at Ponca City, Okla.

Intermediate between its line of a half a dozen country grain elevators and the milling plant at Ponca City, Okla., the Ponca City Milling Co., more than a year ago completed a reinforced concrete elevator as a handling house and for mill storage. It was not long before the need for additional storage became apparent, and the company let the contract to the Reyburn Engineering & Construction Co. for the construction of the round bin concrete elevator shown alongside the older house in the engraving herewith.

The house first built, erected by the Jones & Hettelsater Construction Co., was square, 36x34 ft., and 130 ft. high over all. The new house has four round tanks 16 ft. inside diameter, and 105 ft. high, with 5 interstice bins, the capacity of 90,000 bus. added to 70,000 in the 19 bins of older house making 160,000 bus. The old house has an elevating leg with a capacity of a car load an hour and the addition has one leg with a capacity of 1,800 bus. an hour, both legs being driven by independent electric motors taking current from the mill.

Grain is received only at the old house and is elevated by the leg in that house or discharged directly into boot of the elevator in the new house, the new house having no machinery other than the leg and a manlift. The grain is weighed on an 2,000-bu. Fairbanks Hopper Scale in the old house, which contains the Invincible Clipper and Eureka Separator. Conveyors discharge the grain in the new house to bins and carry it to the leg. The leg in the new house discharges into the head house of the older plant.



New Addition and Older Concrete Elevator of Ponca City Milling Co., at Ponca City, Okla.

From the Diary of a Weighmaster

By J. A. SCHMITZ, Weighing Dept., Chicago Board of Trade

I have found personal memoranda of matters and conversations pertaining to my work and to the work of my department, gainful to all concerned. In consequence, I make a practice of jotting down, in a little diary, daily incidents of possible interest for future reference. While much of this matter is commonplace, yet there are periods in the life of a Weighmaster more or less eventful and strenuous. And so it occurred to me that excerpts from my diary might prove entertaining and perhaps even instructive. I was, therefore, prompted to use as a basis for my talk to you today the incidents recorded in my diary for one week as follows:

MONDAY, Item No. 1—I finally straightened out the mixup of the two cars of oats at Elevator "O." Total weight of the two cars was 144,110 lbs., yet one shipper claimed 74,000 lbs., and the other shipper 78,000 lbs., or a total of 152,000 lbs., or about 8,000 lbs. more than was unloaded from both cars. Settlement finally compromised. The shippers of both cars and the unloader participated in the settlement by dividing the 8,000 lbs. difference. None of them were satisfied. Settlements based on compromise do not please anybody, not even the arbitrator, but sometimes they are necessary.

Item No. 2—Completed compiling figures of our semi-annual estimate of the quantities of grain stored in regular warehouses. These figures showed some shrinkages, due to natural causes, in some of the elevators, as was to be expected. I explained the need for "canceling off" these amounts caused by unavoidable shrinkages, and this was done. In one case, however, a weigh-over verification was insisted upon before canceling. Shortages in weights on grain stored in elevators cause as much feeling as shortages in weights on grain transported in cars.

Item No. 3—Regarding scathing letter from Mr. McBlank, who combed my hair about heavy shortages on two cars. I completed checking the weights of his cars today, and the average shortage on 129 of his shipments, continuous movement to Chicago, was only 19 pounds per car. The out-turn weights of these 129 cars, including these two cars, ranged from "even" to "4,000" pounds over, and from "even" to "9,000" pounds short, with a net average shortage of 19 pounds per car, and yet he combed my hair.

Item No. 4—The Chicago Board of Trade Weighing Department has weighed hides, coffee, soya beans, oil, peanuts and even human hair imported from China, and it has estimated tens of millions of bushels of grain, and has performed many other services, but today I was called upon to formulate a table for estimating the quantity of molasses contained in a cylindrical shaped tank (lying on its side), 7' 2" in diameter and 28' long. And this rule had to enable the user to determine the quantity of molasses per inch in depth, with gallon equivalent for each inch. Not wanting to lose my reputation for versatility, I worked this out, but I had a hell of a time doing it.

Item No. 5—It is 6:30 o'clock, and I promised my wife to be home early for supper as she wanted to see "The Birth of a Nation." Here is another shortage to account for. Sorry to disappoint that dear, good woman, but that's what she gets for being the wife of a weighmaster.

TUESDAY, Item No. 1—Had conference with members of Dust Committee of the "Weighmasters' Scalemen's Conference." I cannot agree with the theory of the government engineer, in charge of grain dust explosion investigations, that "in-bound" grain should be blown and cleaned before weighing. While I realize the value of experimental laboratory tests, yet such tests are not always convincing. I am impressed with the theory that the remedy for dust explosions in strictly grain handling elevators lies in more and more ventilation. Anyway, I have noted that the old wooden "open style" elevators, where, in olden days, oil lanterns and open gas jets were often the rule, seldom blow up, although they do sometimes burn. I recall one old wooden elevator that burned, where an explosion was the result of the fire, finally reaching an inside confined dust room, killing several firemen.

While the theory of ventilation may be wrong, yet the fairness of settlement weights must be considered in any solution of the problem. And any plan that singles out only "in-bound" grain to be blown before the grain is weighed is unfair and I believe will never be approved by the grain shipping public. The suggestion of the government engineer that a shrinkage, to cover loss from cleaning and blowing, should be agreed upon and averaged on the basis of so many pounds per car unloaded is untenable. From a humanitarian standpoint I must not block reasonable remedies for safeguarding lives

that might otherwise be lost through dust explosions. On the other hand, as a weighmaster I must protect the weights. Perhaps "indirect" suction will meet the situation for grain that is being handled from car to scale.

Item No. 2—We estimated today, by measurement, the quantity of grain contained in ten cars with remarkably close results on the total ten cars, yet a check of the individual cars showed wide variations, over and short, from the actual weights. This again emphasizes the fact that while large quantities of grain, in many bins or in many cars, can be estimated with remarkably close results, estimated weights on single cars are uncertain and unreliable. The law of "average" is a wonderful thing.

WEDNESDAY, Item No. 1—My reputation for versatility got an awful slam today. I was asked to determine the quantity of grain (for claim settlement purposes) that leaked out of a car in transit, the shipper having failed to weigh the grain into the car. Of course, I had no way of estimating the amount of grain that was lost, and the parties concerned went away very much disappointed.

Item No. 2—Found cause of Blank & Co.'s shortages at their mill in Indiana. It is a pleasure to investigate for members of the grain trade who complain in such courteous and considerate manner as did these millers. Their co-operation greatly aided me in locating their trouble at their plant. Everybody was well pleased. It certainly is a satisfaction to locate and to eliminate causes of weight differences where and when they exist.

THURSDAY, Item No. 1—Again it is evident that even experienced men in the field are prone to disregard specifications prepared for their guidance. Today Scale Inspector Stewart reported that the concrete work for the new scale at Blank & Co.'s country elevator will have to be torn out because of failure to follow the scale company's plans and specifications, as the scale parts will not fit the concrete pit and reinforced concrete frame as now built. I wish I was in position to cite this case to every prospective scale pit builder in the country. It would result in a lot of good.

Item No. 2—Found Blank's shortage troubles today. They were due to his moving the compensating weight on his automatic scale in the wrong direction. He blamed the trouble on the scale itself, whereas it was due to his lack of information as to how to adjust the compensating weight. It is just such "lack" of information and neglect that help to place automatic scale weights in bad repute. If I was an automatic scale dealer I surely would emphasize to every purchaser that the degree of accuracy that may be obtained will depend upon the degree of intelligence and care used in the scale's operation. Selling an automatic scale without assuring proper operation thereof by adequate instruction tends to discredit all weights obtained over automatic scales.

FRIDAY, Item No. 1—Checked the report of the resweeping work of our resweepers. Our resweeping tests have proved highly beneficial. The tests at all places showed the amount of grain residue to range from "nothing" per car to "10 lbs." per car, with an average of all cars 6½ lbs. per car. I recall the time before this service was in effect when the average was considerably greater.

Item No. 2—While watching the unloading of cars at elevator blank today I noticed unusual trouble in releasing grain from two cars, which was due to the grain doors being fastened with spikes. If shippers could only see the bad results of spiking grain doors to door posts they would use only nails of reasonable size.

Item No. 3—Reviewed today the grain leakage records for last month. The percentage of leaking cars is steadily decreasing. Greater efficiency is the sign of the times, with the result that there are better cars, and more careful inspection and cooping of cars, and less grief. The improvement indicated by our leakage records is nearly 40 per cent. That is going some.

SATURDAY, Item No. 1—The last lot of "new" test weights arrived today. We now have 125,000 lbs. of United States Standard 50 lb. test weights in service in the field, the largest equipment of the kind in the world. And we need every pound of them.

Item No. 2—Have met and talked with practically all of our men in the field this week. I am well pleased with the personnel of the weighing department and with the way the men are handling their duties. A weighmaster without a force of good, dependable men would be up against it.

Item No. 3—Completed my inspection of the new construction at Blank & Co.'s elevator. This plant and scale now meet every requirement of the department. Hence our service will be available there Monday morning.

The Remedy for Depressed Agriculture.

Fixing a price for wheat based upon an estimate of the farmer's cost of living is no cure for an unsalable wheat surplus. It would only make the surplus larger. Some misguided individual half a century ago introduced the rabbit into Australia. It soon became a pest, and the colonial governments at first tried the remedy of offering a bounty for the scalps of the rabbits. It did not take long to discover that rabbits were being bred for the bounty. If Congress proposes to guarantee a remunerative price for wheat, it will merely stimulate a production which the world market cannot absorb. God helps the man who helps himself, and governments should do no more. The remedy for depressed agricultural prices cannot be found in the taxpayer's pocket.—*Wall Street Journal*.

Warehousemens Want Rye Grades Eased.

Operators of terminal grain elevators who protested in vain to the grain supervision officials of the Department of Agriculture against the strict rules against heat damaged kernels in No. 1 and No. 2 rye have taken up the matter again with the chief of the bureau of agricultural economics in an endeavor to obtain an amendment of the grade requirements so that 0.2 of one per cent of heat damaged will be permissible in No. 1 and 0.5 of one per cent in No. 2 rye.

The tentative grades as offered for the consideration of the trade did provide for heat damage in the higher grades; but when the official grade rules were promulgated to be effective July 1, 1923, the elevator men were surprised to learn that the heat damage allowance had been eliminated.

Failure of the rules to permit heat damaged in No. 1 and No. 2 places an undue burden on the warehousemen, it is alleged, as this grain has a tendency to heat in store and sometimes is held for one or two years.

A STATE LAW establishing a standard weight for a loaf of bread is an unreasonable restriction on the baking industry, and therefore invalid, it was decided by the supreme court of the United States in a case brought by the Jay Burns Baking Co. to test the Nebraska law on bread weights. Hurrah for the Sup. Ct.

Coaxing Smiles

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

Driving Nails Under Water.

Try this one for a laugh. It happened at our old mill, and we still have a mill at that place.

Murphy, the miller, and his son, were repairing the forebay. It was old-fashioned box and frame structure, the depth of water in forebay being less than five feet, and repairs easily made. This time the repair needed was a flooring board. The headgates being rickety, it was impossible to keep the water out of the way, and the men found great difficulty in driving nails that were entirely under the water, now some six or eight inches deep. Though the nail could easily be seen through the clear water, the stroke of the hammer was not sure, and the splash very unpleasant.

The men were working barefoot, and a "happy thought" struck the young man. "Dad," said he, "just hold the spike between your toes, and I'll drive it in with the end of the crowbar."

Well, "Dad" tried it—just once.—Geo. W. Rohm, Rockville, Ind.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Fort Smith, Ark.—The Fort Smith Milling & Elevator Co. recently bought the property of the Consolidated Flour Mills Co., consisting of a flour mill of 100 bbls. capacity, and an elevator of 30,000 bus. capacity. The flour mill was established 20 years ago by the Fort Smith Roller Mill Co., and has been idle for some time. Overhauling and repairing to cost \$10,000 will be done so that the plant will be operating when the crop begins to move.

CALIFORNIA

San Francisco, Cal.—I have started an office here with connections in Portland.—J. H. Klosterman, Portland, Ore.

Los Angeles, Cal.—I am contemplating starting an office here with connection in Portland.—J. H. Klosterman, Portland, Ore.

Los Angeles, Cal.—The grain growers are urging H. H. Herman of Fresno to establish an office here so that he can handle the coming crop for them.

San Francisco, Cal.—Richard D. Girvin, who was in the grain business here for a number of years and was former chairman of the Grain Trade Commission, died Apr. 5.

San Bernardino, Cal.—We are incorporated and conducting business under state R. R. Commission permit. The officers are: A. T. Ambler, pres.; C. S. Wilson, vice-pres.; Chester F. Ambler, treas.; Ralph T. Merriam, sec'y. We have our first unit, 50x100, and are preparing to put in grain cleaning and corn cracking machinery, with the intention of cleaning and processing in transit, as well as the general storage of grain, feeds and other commodities. We have a private owned railroad siding 600 feet in length, and propose to add to our equipment and buildings as the business may seem to warrant.—Southwest Storage Co., Inc.

CANADA

Palmer, Sask.—The Warner Grain Co.'s elevator, containing about 1,500 bus. of grain, burned recently.

Victoria, B. C.—The Canadian National Railways is considering the erection of a grain elevator at Ogden Point.

Vancouver, B. C.—It is reported that the Stewart Grain Co., Ltd., of Winnipeg will open offices here.

St. Walburg, Sask.—The National Elevator Co. and the Saskatchewan Co-op. Elevator Co. will erect elevators here this summer.

Winnipeg, Man.—Spiller, Ltd., of London, England, have bought 283 elevators, including a number of the Pacific Grain Co.'s elevators.

Midland, Ont.—The elevator of the Canadian National Elevator is nearing completion. The Fegles Construction Co. is doing the work.

Calgary, Alta.—The International Milling Co. of Minneapolis will build a 400,000-bu. addition to its elevator here. The Carter-Halls-Aldinger Co. has the contract.

Moose Jaw, Sask.—The International Milling Co. of Minneapolis recently let a contract to the Carter-Halls-Aldinger Co. for the construction of a 500,000-bu. addition to its elevator here.

Fort William Ont.—The Reliance Elevator Co. has let the contract for the construction of an elevator of 1,500,000 bus. capacity to the Barnett-McQueen Co. The cost will exceed \$1,000,000.

Current River, Ont.—The Saskatchewan Co-op. Elevator Co. is constructing two complete conveyor systems with bridges and structural steel galleries in connection with its elevators here.

Winnipeg, Man.—The summer trading hours of the Grain Exchange, from April 28 to Sept. 27 will start at 8:30 a. m. and close at 12:15 p. m. except Saturday when it will close 11 a. m.

Port Nelson, Man.—Ex-Mayor Chas. F. Gray recently announced that an elevator of 4,000,000-bu. capacity would be erected here next year when the line to tidewater would be completed.

Souris, Man.—The Manitoba Government elevator burned recently. The United Grain Growers, Ltd., had leased and operated this elevator until about three years ago. It has not been used lately.

Vancouver, B. C.—Grain shippers have started to form an organization similar to the Lake Shippers Clearance Ass'n, for convenience in making cargoes and eliminating unnecessary delay.

North Vancouver, B. C.—The Terminal Elevator Co. which was recently purchased by Spillers, Ltd., is erecting a terminal elevator here. It will be of concrete and have 2,000,000-bus. storage capacity.

New Westminster, B. C.—James Richardson & Sons, Kingston, Ont., have let a contract to the C. D. Howe & Co., for the erection of a 1,000,000-bu. elevator on the Fraser river, south-east of Vancouver.

Tiffin, Ont.—The 2,500,000-bu. addition which the Canadian National Railways is building at Tiffin No. 2 elevator is nearing completion. This will give the Tiffin No. 2 elevator a storage capacity of 500,000 bus.

Winnipeg, Man.—The Baird & Botterel Co. went into the hands of a receiver May 8. The company was reorganized after the death of J. E. Botterel and was in charge of H. N. Baird and H. W. Dollard.

Winnipeg, Man.—It is reported that the Manitoba government will sell the 122 elevators which it owns in this province. The elevators are now leased to the United Grain Growers, Ltd., but their lease expires Aug. 31.

Edmonton, Alta.—The Government Terminal Elevator is now under construction and will have a 2,000,000-bu. storage and a workhouse of 500,000 bus. capacity. It will be equipped with all up-to-date appliances for drying grain and will have two Howe Patent Car Dumpers. The Carter-Halls-Aldinger Co. has the contract.

Calgary, Alta.—Geo. Coblenz, a representative of Louis Dreyfus & Co. of Paris, France, is investigating grain conditions for the purpose of establishing branch offices in Canada, the western half especially. The Louis Dreyfus Co. is one of the largest grain firms in the world and has offices in almost every grain producing country. It is said that one branch office will be established in Vancouver.

COLORADO

Keota, Colo.—J. R. Craig is mgr. of the Keota Farmers Co-op. Elevator Co.'s elevator.

Arriba, Colo.—A scoop shovel shipper is doing business here. The regular dealers are the Mosher Grain Co. and the Snell Mill & Grain Co.

Lucerne, Colo.—The Lucerne Elevator & Merc. Co. has been merged with the Farr Produce Co.—Farr Produce Co.

Del Norte, Colo.—Three scoop shovel shippers are operating here. The only regular dealer is the A. J. Weiss Mercantile Co.

Hayden, Colo.—Mail addressed to C. M. Dinius has been returned marked "Removed to Steamboat Springs, Colo." Mr. Dinius formerly leased the elevator of the Hayden Co-op. Elevator Co.

Paoli, Colo.—I. J. Taylor, formerly owned the elevator, now owned by the Denver Elevator Co. This company is building a new cribbed elevator of 1,000 bus. capacity.—Paoli Farmers Co-op. Elevator Co.

Schram, Colo.—We have let a contract to E. H. Cramer of Hampton, Neb., for a 15,000-bu. house. Work will start as soon as material can be hauled on the ground.—The Farmers' Milling & Mercantile Co-op. Co.

Yuma, Colo.—We have let a contract for a 30,000-bu. house to be built beside our present house here. It will have a 3,000-bu. leg and a 10-bu. automatic scale. E. H. Cramer of Hampton, Neb., has the contract. Work will start as soon as material can be gotten on the ground.—The Farmers' Milling & Mercantile Co-op. Co.

IDAHO

Boise, Ida.—R. C. Fisher is mgr. of the Boise Mill & Elevator.

Ashton, Ida.—M. H. Porter is mgr. of the Globe Grain & Milling Co.

Kellogg, Ida.—We have purchased A. F. Hutton & Co.'s warehouse.—Smith & McIntosh Co.

Buhl, Ida.—The Globe Mills are lessees of the Inter-Mountain Farmers Equity.—W. A. Gray.

Shoshone, Ida.—A scoop shovel shipper is doing business here. C. F. Borden is the only regular dealer.

Iona, Ida.—The Sperry Elevator & Storage Co. is successor to the Inter-Mountain Milling Co. D. R. Clark is mgr.

Richfield, Ida.—The H. M. Fike Grain Co. and the Idaho Wheat Growers Ass'n are not operating.—Richfield Elevator.

Fairfield, Ida.—F. C. Muffley is quitting the business at the end of the season. There is one scoop shovel shipper here.—Fairfield Elevator.

Paul, Ida.—The Paul Mill & Elevator Co. is out of business. The Paul Produce & Storage Co. is operating the Paul Mill & Elevator Co.'s warehouse.

Eden, Ida.—Since May 1, 1924, this plant has been under the management of Strauss & Co., Inc., of Portland, Ore.—Farmers Milling Co., W. O. Brown, mgr.

Reubens, Ida.—The Tri-State Terminal Whse. Co. is now the Tri-State Elevator Co. James Skelton is the agent. H. M. Williams is our mgr.—Vollmer Clearwater Co.

Grangeville, Ida.—Sam Andrews is now agent for the Interior Whse. Co. and the Nez Perce Roller Mills. W. L. Lyon is agent for us.—Vollmer-Clearwater Co., Ltd.

Cottonwood, Ida.—The warehouse and elevators formerly owned by the Cottonwood Farmers Union were recently bought by August Von Bargen, Ben Luchtefeld, Anton Jansen and James Rieder at a sheriff's sale.

Malad, Ida.—The Taylor Doon Grain Co. has taken over the South Idaho Wheat Growers' plant and also the plant of the Inland Grain Co. The headquarters of the Taylor Doon Grain Co. are at Ogden, Utah. The Sperry Elevator & Storage Co. of Ogden, Utah, has taken over the plant of Inter-Mountain Milling Co.—Taylor Doon Grain Co.

ILLINOIS

Peoria, Ill.—The Bartlett-Frazier Co. closed its office here May 1.

Winchester, Ill.—The Farmers Elvtr. & Merc. Co. will repair belts, etc.

Brocton, Ill.—We have built a new office at our elvtr. here.—Brocton Elvtr. Co.

Manteno, Ill.—The Farmers' Elvtr. has installed a ten-ton Fairbanks-Morse scale.

Table Grove, Ill.—J. C. Turner has resigned as mgr. of the Co-op. Elvtr. Co.'s elvtr.

Muncie, Ill.—Stephens & Shelby are rebuilding the driveway leading in and out of the elvtr.

Redmon, Ill.—Mail addressed to Henn & Beggs has been returned marked "Out of business."

Springfield, Ill.—The Elvtr. Milling Co. has increased its capital stock from \$200,000 to \$300,000.

Clinton, Ill.—Mail addressed to the Lane Grain Co. has been returned marked "Out of business."

Peoria, Ill.—Frank H. Gift, 60, founder of the Globe Roller Mills, died recently after a brief illness.

Yuton, Ill.—The elvtr. of the Yuton Grain Co. was recently repaired by the Bloomington Construction Co.

Mazon, Ill.—We have placed a contract for new iron-clad siding on our elvtr. here.—Mazon Farmers Elvtr. Co.

Cornell, Ill.—Mail addressed to A. L. De Boer & Son has been returned marked "Out of business, removed."

Morris, Ill.—We have just recently installed a Kewanee All Steel Truck Lift.—Farmers Square Deal Grain Co.

Kinmundy, Ill.—Mail addressed to Telford & Wilkinson has been returned marked "Unclaimed, out of business."

Quincy, Ill.—The Sieper Grain Co. contemplates the purchase of transmission rope and transmission machinery.

Littleton, Ill.—Paul H. Applegate has succeeded V. A. Horney as mgr. of our company.—Farmers Grain & Supply Co.

Downs, Ill.—The elvtrs of the Hasenwinkle-Scholer Grain Co. are being repaired by the Bloomington Construction Co.

St. Joseph, Ill.—A. A. Funk has resigned as mgr. of the E. C. Coon Grain Co. and is succeeded by Mr. Chase of Deland.

Auburn, Ill.—The Auburn Roller Milling Co. is adding a wooden building to its plant. The machinery will be installed soon.

Blair (R. D. to Sparta), Ill.—Machinery was recently installed in the elvtr. of O. J. Finnegan by the Bloomington Construction Co.

Ford Wood (LeRoy p. o.), Ill.—The Hasenwinkle-Scholer Grain Co.'s elvtr. is being repaired by the Bloomington Construction Co.

Wapella, Ill.—The Delaney Grain & Lumber Co. has installed two new wagon dumps. The Bloomington Construction Co. did the work.

Wrights, Ill.—The stockholders of the Wrights Elvtr. Co. recently held a meeting for the purpose of considering dissolving the company.

Lake City, Ill.—A. L. Wilt has resigned as mgr. of the Farmers Co-op. Grain Co. John Freeman of Decatur has been engaged as buyer.

Brocton, Ill.—It is reported that the Farmers Elvtr. Co. will be reorganized after the Illinois Trust Co. of Paris has settled the affairs of the company.

Denver, Ill.—The Farmers Co-op. Elvtr. Co. has let the contract to Geo. Saathoff for a 10,000-bu. cribbed elvtr. with 6 bins and concrete basement, iron clad, with Kewanee Truck Dump for handling wheat and 1 leg with 9x16 V-buckets. Electric power may be installed.

North Aurora, Ill.—The North Aurora Farmers Co-op. was sold to the North Aurora Elvtr. Co. Apr. 3.—North Aurora Elvtr. Co., J. E. Muiard.

Paris, Ill.—G. A. Rahel, formerly bookkeeper and assistant mgr. of the Rudy-Huston Grain Co. is now mgr., having succeeded the late B. Frank Rudy.

La Grange, Ill.—Gen. Chas. S. Bently, 85, member of the Board of Trade for almost 40 years and a prominent Civil war veteran, died at his home here April 26.

Benson, Ill.—Work on the new 60,000-bu. cribbed elvtr. of the Farmers Co-op. Elvtr. Co. is progressing rapidly and the house will be ready to handle the new crop.

Royal, Ill.—The Farmers Elvtr. Co. has let the contract to Geo. Saathoff for a new galvanized iron roof, a Kewanee Truck Dump and the rebuilding of the elvtr. leg.

Carlinville, Ill.—The Floyd A. Johnson Realty Co. of St. Louis, Mo., recently bot Theodore C. Cross's flour mill. This mill was formerly owned by Cowell & Miller.

Ospur (Clinton p. o.), Ill.—The C. F. Scholer Grain Co. bot the elvtr. of the American Grain Co. here Apr. 25. The elvtr. has been leased to F. L. Evans & Co. since June, 1922.

Highland, Ill.—We are installing a new self-compensating Richardson Automatic Scale in our elvtr. to replace an older type. The whole plant is being repainted.—Highland Milling Co.

Peoria, Ill.—J. A. Speer has discontinued the cash grain business which he conducted on the second floor of the Board of Trade building. He will center his interests in his country elvtrs.

Carlock, Ill.—The Carlock Farmers Elvtr. Co.'s elvtr. is to be ready to receive grain June 1. It is already inclosed and the machinery will be installed soon. The Bloomington Construction Co. is doing the work.

Armington, Ill.—The capital stock of the Burt & Richmond Grain Co. has been increased from \$21,000 to \$50,000. The headquarters of this company are here. It has elvtrs. at Burt Siding and Richmond Sta., Ill.

Hammond, Ill.—We have fixed up our scales, putting in a new beam; and put a coat of roof paint on the shed and on one of our two elvtrs.—Frank J. Holub, mgr. Hammond Co-operative Grain Co.

Mt. Auburn, Ill.—F. H. Clower, formerly mgr. of the Mt. Auburn & Osborneville Co.'s elvtr. at Osborneville, has been transferred to that company's elvtr. here. He will take the place of D. C. Armstrong, who resigned.

Rossville, Ill.—The two grain companies here have formed a corporation and began business May 1 as the Rossville Grain Co., Inc. The grain office will be in charge of G. H. Prillman and C. E. Morgan.—B. E. Morgan & Son.

Nokomis, Ill.—Henry J. Nobbe, who fell on the icy walk 9 weeks ago and broke his collar bone and was disabled for 7 weeks, is now doing well. Fortunately his son, Charles, has had sufficient experience to look after the business.

Hallsville, Ill.—Fire supposed to have been started by sparks from a passing locomotive burned one elvtr. of the Hallsville Elvtr. Co. and many business blocks, Apr. 24. J. S. Bartley, the mgr., will operate his other elvtr. on the I. C. R. R.

McLean, Ill.—The Farmers Co-op. Grain & Supply Co. was recently forced into bankruptcy. A deficit of \$65,000 was found in the accounts of the company in February. The mgr., Earl Van Ness, disappeared after the discovery and later surrendered.

Plainview, Ill.—The Co-op. Elvtr. Co.'s elvtr. was destroyed by fire Apr. 16 at noon. The elvtr. was valued at \$15,000 and not fully insured. It is said that the fire started from the steam shovel on the C. & A. tracks. A fierce wind swept the flames to nearby property which was also burned.

De Kalb, Ill.—Clarence J. Schulenberg, formerly employed at the Chicago office, is now mgr. of the De Kalb branch office of Lamson Bros. & Co. Altho he is very young for a manager his many friends are pleased at his promotion and feel sure he will succeed.

Royal, Ill.—The Grussing Grain Co. is overhauling its 40,000-bu. elvtr. on the C. & E. I. R. R. and installing a 5,000-bu. leg with 7x14 inch V-buckets, a truck dump, a 20-h.p. Fairbanks Z type engine and covering the house with galvanized roofing and siding. Geo. Saathoff is doing the work.

Lawrenceville, Ill.—We sold our elvtr. here and gave possession May 1. The new firm will be operated under the name of the Horner Elvtr. & Mill Co., Inc. It will be under the management of W. C. McMichael and E. M. Kelly, both of whom have been in our employ for a number of years.—Horner Elvtr. & Mill Co.

Colfax, Ill.—The Colfax Grain Co. has been forced into bankruptcy. The creditors claim that the grain which they stored in the elvtr. was sold and they received no compensation. It is also stated that Harry A. Arnold, treas. of the bankrupt firm, has been trading in futures on the Chicago Board of Trade without knowledge of the other officers.

Donavan, Ill.—The body of John Nelson, 79, a retired grain merchant, was recently found in the Kankakee river near Kankakee. The attending physician said that he had been murdered by being beaten on the head with a club. Mr. Nelson has been missing since Feb. 29 after visiting his daughter in Chicago. His purse, containing about \$75, was missing.

Steeleville, Ill.—Work has been started on the concrete elvtr. of the Gilster Milling Co. The elvtr. will have a capacity of 80,000 bus. and have 15 10-foot square bins. It is to be finished when the new crops begin to move. The addition will give the mill a total storage capacity of 120,000 bus. The Stevens Engineering & Construction Co. is doing the work.

Winchester, Ill.—Schulz, Baujan & Co. are building coal shed and warehouse to handle all farmers supplies including feed and fertilizer. In place of their former manager, Louis Freesen, they have employed to buy grain W. D. Dodgson, formerly mgr. of the Winchester Farmers Elvtr. & Merc. Co. He will have two helpers. Gus Kilver, who was helper at the farmers elvtr. for a year, has been promoted to mgr.

Peoria, Ill.—The Farmers' Terminal Elvtr. & Commission Co., has petitioned the Illinois Commerce Com'n for authority to issue to sell \$500,000 of non-assessable 8% preferred cumulative participating stock to be divided into 5,000 shares of \$100 each. This stock is to be sold to co-operative elevators and their stockholders. Each block of 5 shares will entitle the buyer to one share of no par common stock for \$5. The company intends to buy and operate the concrete elevator at East Peoria.

Decatur, Ill.—J. M. Allen of the Shellabarger Elvtr. Co. and H. S. Gebhart of this city recently purchased plant "C," the Water street plant of the American Hominy Co. The Shellabarger Elvtr. Co. will move its jobbing business there at once. The owners plan to install no new machinery at this time. The plant was originally the property of the Shellabarger Elvtr. Co. and was sold to the American Hominy Co. in 1898. It was previously reported that this plant was sold to J. D. Johnson.

Expectation of the invasion of Illinois by the corn borer has led W. P. Flint, entomologist of the state natural history survey, to broadcast a warning asking farmers to keep a careful watch for the "boll weevil" of the corn belt. He asks that they send him specimen of any suspicious looking insects so that centers of infestation may be early discovered and proper preventive measures taken. Mr. Flint recently attended a meeting of state and federal officials held in Toledo to further the drive against the insect.

CHICAGO NOTES.

I am now located at Room 56-A, Board of Trade.—Chas. W. Avery.

The A. E. Barkemeyer Grain & Seed Co. has removed to the Webster building.

Lamborn, Hutchinson & Co. have opened a commission office. Clarence G. Troup is in charge.

Philip H. Schiffin & Co., Inc., announces that after May 1, its office will be located at 49 Board of Trade building.

Julius Pieroth, who for twenty-two years has been with the Chicago Board of Trade, will hereafter be with Charles Sincere & Co.

B. F. Traxler, who has been associated with the Nash-Wright Grain Co. for 24 years, is now connected with E. D. Risser in the Board of Trade building.

Edward W. Andrews, a member of the Board of Trade since 1905, died April 24. At one time he was one of the largest local operators in grains. He is survived by a son, Edward F. Andrews.

The Armour Grain Co. has separated the two divisions of its business. The grain business will be conducted under the old name, but the cereal macaroni and allied grocery products departments will be carried on under the name of Maple-Flake Mills, Inc., which is a subsidiary corporation. The offices will remain as they are.

The radio broadcasting station of the Board of Trade had been sold to the Drake hotel, where the station is located. There will be no interruption in the broadcasting of Board of Trade market quotations. They will be given out at half hour intervals during the business day. The new owners will assume possession before June 1.

The following have been admitted to membership in the Board of Trade: Louis W. Zimmerman, Chicago; Peter E. Johnson, Denver, Colo.; Chas. D. Boyles, Chicago; Alpha L. Eberhart, Chicago; Thos. J. Gouldman, Ardmore, Okla.; Dan Sonnentheil, New York City; Chas. F. Avery, Oklahoma City, Okla.; Frank N. Johnson, Chicago, and Alexander K. Puxton. Memberships transferred: Frank P. Logan, Jos. T. Newell, John D. Gilfillen, Jr., Ervin L. Roy, Barton Millard, John H. Watson, W. P. Saunders, Ferd. H. Gelderman. The firm of R. M. Bowen & Co., Dallas, Tex., is succeeded by A. W. Weinert & Co.

INDIANA

Milan, Ind.—Mail addressed to C. M. Bowers has been returned marked "Out of business."

New Albany, Ind.—Grover C. Fleming has acquired a one-third interest in the Zabel Milling Co.

Redkey, Ind.—I will operate the elvtr. which I recently bot here as the Stafford Grain Co.—J. R. Stafford.

Idaville, Ind.—We have installed a motor at our elvtr. here in place of steam.—Loughry Bros. Milling & Grain Co.

Sardinia, Ind.—L. T. Henkle, Sr., former mgr. of the Sardinia Mills, has left, and a new mgr. has been appointed.

Goodland, Ind.—We contemplate putting in a new 224 feet 16-inch elvtr. belt this summer.—J. J. Sell, mgr. Farmers Co-op. Co.

Carlisle, Ind.—Mail addressed to the agent of the Wabash Grain Co. has been returned marked "Does not receive mail here."

Burnetts Creek, Ind.—The Burnettsville Elvtr. Co. has installed a motor at its elvtr. in place of steam.—Loughry Bros. Milling & Grain Co.

Maplewood, Ind.—The plant of W. H. Aiman burned Apr. 19. The fire was caused by a gasoline engine. W. H. Aiman is receiver for Reep & White.

Waveland, Ind.—F. H. Rice is mgr. of the Waveland elvtr. which the Newton Busenbark Grain Co. recently bot from the Smith & Stewart estate.

Cyclone, Ind.—We are expecting to install electric power and discard the steam plant at our elvtr. here.—Stevenson & Bergen Grain Co., Frankfort, Ind.

Kingman, Ind.—The flour mill and elvtr. of the Farmers Grain & Milling Co. were destroyed by fire which threatened the destruction of the entire village May 10.

Farmers, Ind.—I am increasing the bin capacity of my elvtr. here by about 6,000 bus. by adding two crib bins and a cement dump.—Theo. H. Reed & Sons, T. R. Reed, Rushville, Ind.

Scircleville, Ind.—I have resumed my work. I have been sick since Jan. 23, and had not been able to work since I was operated upon at Rochester, Minn.—H. C. Clark, Mgr., Scircleville Grain Co.

Arcadia, Ind.—John Fox has been appointed receiver for the Farmers Co-op. Elvtr. Co. The liabilities of the company were listed at \$25,000. Many of the farmers in the northern part of Hamilton county are stockholders.

Galveston, Ind.—Harley Walker, mgr. of the Farmers Co-op. Elvtr. Co.'s elvtr., suffered a broken leg and was badly injured Apr. 26 when he got caught in a pulley belt and was whipped around the pulley and thrown violently to the floor.

Pendleton, Ind.—The Collingwood Bros. recently bot the Reep grain elvtr. at auction for \$12,000, which is said to be a little more than two-thirds of the appraisement. Collingwood Bros. sold the elvtr. to A. J. Reep about three years ago.

Earl Park, Ind.—The Richland Grain Co. is now in the hands of Lee Dinwiddee, who has been named assignee. Depreciation in land values and grain is said to have brot about the collapse. The liabilities of the company are said to be \$106,000. Many thousand bus. of grain were in storage at the two elvtrs. at the time of the failure of the company, the greater part of which is said to be unsold or unsettled for. The fact that the company made no charge for grain in storage, and paid a few cents more per bushel than other companies, attracted the farmers, and caused them to haul their grain here from great distances. The land is said to be heavily mortgaged.

IOWA

Villisca, Ia.—Frank S. Pierson has installed an all steel dump in his elvtr.

Ossian, Ia.—H. O. Holley of Bristow recently bot Gilchrist & Co.'s elvtr.

Bradford, Ia.—Will Botke is mgr. of the Farmers Co-op. Elvtr. Co.'s elvtr. here.

Westfield, Ia.—G. Lowry & Sons of Cushing, Ia., have succeeded T. L. Burnight.

Persia, Ia.—Mail addressed to John O. Heakley has been returned marked "out of business."

Cresco, Ia.—F. B. Maynard, mgr. of the Hunting Elvtr. Co.'s elvtr., has resigned and moved to Illinois.

Humeston, Ia.—Mail addressed to Jacob Ritter has been returned marked "does not receive mail here."

Dumont, Ia.—Mail addressed to the D. S. Snyder Elvtr. has been returned marked "Does not receive mail here."

Emery (Clear Lake p. o.), Ia.—Mail addressed to D. A. Ames has been returned marked "Unclaimed, out of business."

Malcolm, Ia.—The Farmers Elvtr. Co. is building a two-story addition and installing a corn sheller, grinder and seed cleaner.

Libertyville, Ia.—Robbers broke into A. H. Miller's elvtr., dynamited the safe and escaped with about \$40 on Apr. 30 at about 9:30 at night.

Storm Lake, Ia.—On May 1, Lamson Bros. again took over the Tracy & Nelson Grain Co.'s business. Lamson Bros. were the former owners.

Beaver, Ia.—The Beaver Co-op. Elvtr. Co. has made an assignment for the benefit of all of its creditors. J. E. Glaman of Webster City is assignee.

Turin, Ia.—The Turin Farmers Elvtr. Co. has incorporated; capital stock, \$25,000; incorporators, J. M. Hathaway, S. Hansen, Howard Reese, E. E. Morse, T. E. Brown, R. S. Dorward.

Morningside Sta., Sioux City, Ia.—A feed mill is being installed at the plant of the Morningside Elvtr. & Coal Co. by the Younglove Construction Co.

Lone Tree, Ia.—The Lone Tree Farmers Union Exchange is doing some repair work and remodeling. The Younglove Construction Co. is doing the work.

Iowa Falls, Ia.—The report that I have established a grain business of my own is not true. I am not in the grain business in any way whatever.—O. M. Woods.

Bristow, Ia.—H. O. Holly, former mgr. of Gilchrist & Co.'s elvtr. here, will soon leave for Ossian where he has an elvtr. A. N. Morford will be his successor at the elvtr. here.

Kalona, Ia.—The Kalona Elvtr. Co. is adding a 24-inch Monarch Attrition Mill with two 20-h.p. motors, and the elvtr. is being overhauled. C. E. Newell is doing the work.

Grant Center, Ia.—W. A. Blakeley is installing a dump and Fairbanks 10-ton scale with a type registering beam. The work is being done by the Younglove Construction Co.

Hillsboro, Ia.—A band of thieves raided the entire business district while the city slept Apr. 28. They broke the safe at Thornton & Lee's elvtr. and escaped with the money.

Albion, Ia.—The stockholders of the Farmers Elvtr. Co. have decided to continue the business, making a few minor changes. There were rumors of dissolving the company.

Ringstad, Ia.—The Farmers Elvtr. Co. is building a solid foundation under the old Livermore elvtr. which it bot several years ago. The elvtr. will also be re-sided, shingled and painted.

Shenandoah, Ia.—Fire did little damage at the W. M. McMhill elvtr. on May 5. Fire was discovered about 2 p. m., and was caused by friction of an overheated belt on a pulley.

Allison, Ia.—The Farmers Elvtr. Co. is building a warehouse. The building will be 20x40 feet and will be used to house mill feeds and salt. Burbridge & Burbridge are doing the work.

Davenport, Ia.—Dissolution of the Davenport Grains Drying Co. has been effected. Resolutions to dissolve the firm were adopted at a meeting of stockholders held in Davenport on April 14.—J.

Arcadia, Ia.—We voted May 2 to build a new 12,000-bu. cribbed elvtr., and bids and plans will be considered. It will be modern and equipped with a truck dump and manlift.—Farmers Elvtr. Co.

Weiston (Manson p. o.), Ia.—We have finished the concrete foundation and are ready to start the cribbing, which will be 36 ft. wide, 68 ft. long and cribbed 60 ft. high, 15 ft. of 2x8—30 ft. 2x6—and 15 ft. 2x4 two legs, iron clad. It will be equipped with a Richardson Automatic scale. The legs will be equipped with 6x12 V cups. The elvtr. is being constructed by day labor under the supervision of Walter E. Barton of Nokomis, Ill. In connection with the elvtr. we will handle coal, lumber and all kinds of building material.—Davis Brothers & Hakes, A. Hakes. Weiston is a station on the I. C., midway between Manson and Barnum. The elvtr. was reported to be built both at Hakesville and Manson, Ia.

Council Bluffs, Ia.—The Trans-Mississippi Grain Co. is adding some belt conveyor equipment and entire new spouting to belt conveyors in the first annex. Other general repairs and improvements are being made. The capacity of the plant is being increased from 40 cars a day to 100 cars a day. The Van Ness Construction Co. is doing the work.

KANSAS

Wichita, Kan.—H. F. Bradley sustained a small loss from the windstorm Apr. 19.

Baileyville, Kan.—John I. Nolte bot the Farmers Elvtr. Co.'s elvtr. here.

Laneville, Kan.—Mail addressed to Clark Bros. has been returned "unclaimed."

Hazelton, Kan.—It is reported that W. R. Williams will lease one of the elvtrs. here.

Kanapolis, Kan.—The elvtr. of the Red Star Milling Co. was slightly damaged by fire Apr. 3.

Skiddly, Kan.—The Skiddly Elvtr. Co. has installed a feed mill in the addition recently completed.

Talmo, Kan.—G. M. Simpson, who was agent for the C. E. Robinson Grain Co. here, is now in Salina, Kan.

Colony, Kan.—Mail address to the Grangers Co-op. Ass'n has been returned marked "Moved, left no address."

Redfield, Kan.—Mail addressed to the Grange Co-op. Ass'n has been returned marked "Moved, left no address."

Solomon, Kan.—E. D. McCullough recently resigned his position as mgr. of the Farmers Elvtr. Co.'s elvtr.

Tonganoxie, Kan.—A. D. Rountree is superintendent and head miller of the Fair-Hinshaw Milling Co.'s plant.

Altamont, Kan.—The Rust elvtr. was owned by us when it burned last year. It will not be rebuilt.—Farmers Co-op. Elvtr. Co.

Mahaska, Kan.—G. E. Vining, who has been in the grain business here for about 14 years, quit the business Mar. 1.—P. O. Murray.

Bellaire, Kan.—Mail addressed to the agent of the Wright Leet Grain Co. has been returned marked "removed to Smith Center, Kan."

Englewood, Kan.—The Southwest Grain Co.'s elvtr. is now operated by the Lewelling Grain Co.—The Englewood Co-op. Equity Union.

Plainville, Kan.—The electric light and power plant of the Plainville Mill & Elvtr. Co. has been sold to the Kansas Power Co. for \$70,000.

Salina, Kan.—Roy Faith, of the Freeman-Faith Grain Co., has re-opened his office in the Farmers Union building after spending the winter in California.

Medicine Lodge, Kan.—The Medicine Lodge Milling, Warehouse & Supply Co. is successor to the Medicine Lodge Milling Co., of which H. W. Skinner was mgr.

Kinsley, Kan.—The Kinsley Milling Co.'s elvtr., which was operated for a short time by the Hillyer Wait Grain Co. is now in the hands of a receiver.—H. J. Drant.

Cawker City, Kan.—Fire was recently discovered in the dump of the C. T. McCoy's elvtr. It is said to have started from an oil soaked gunny sack at 7 a. m. No damage was done.

Dennison, Kan.—The elvtrs. of David Coleman and the Farmers Union are practically worthless since the abandonment of the Kansas City Northwestern R. R. Farmers in this vicinity are obliged to haul their grain 9½ miles to another railroad siding. They are endeavoring to rehabilitate the railroad.

Gerardy (Hanover p. o.), Kan.—The Gerardy Grain & Livestock Ass'n has replaced a shingle roof on their plant here with metal and an old engine with a new one. Rhue Cole is now mgr.

Topeka, Kan.—Every grain dealer of the Sunflower state is commanded and expected to attend the 27th annual meeting of the Kansas Grain Dealers Ass'n in Kansas City May 14, 15 and 16.—E. J. Smiley, Secy.

Elkhart, Kan.—I have bot Tom Brown's interest in the Farmers Elvtr. Co.'s elvtr. here.—S. L. Gamble. The Gamble Grain Co.'s elvtr. is closed and S. L. Gamble has charge of the Pettit Grain Co.'s elvtr.—Security Elvtr. Co.

Clafin, Kan.—The Colorado Mill & Elvtr. Co. recently let a contract to the Burrell Engineering Co. for 200,000-bu. concrete storage addition to its plant. This plant was purchased from the Clafin Flour Mills several months ago.

Plevna, Kan.—We are replacing our old elvtr. with an up-to-date new one which will be wood and iron clad, 14,000 bus. capacity. It will be equipped with a truck dump and a man-lift.—The Consolidated Elvtrs., Hutchinson, Kan.

Baldwin, Kan.—At the present time we are building a new warehouse on our old elvtr. site, which will be used for storing mill-feeds and commercial feeds. There is no absolute surety that we will increase our capital stock.—Douglas County Farmers Co-op. Ass'n.

Wichita, Kan.—Hilbert Kaufman and Wm. H. Smith recently bot controlling interest in the Stevens Scott Grain Co. from A. S. Barr. Six elvtrs. at Aulne, Seward, Orsemus, Ransom, Healy and Leoti, Kansas, were included in the deal. Mr. Barr retains an elvtr. at Cedar Point.

Garden City, Kan.—We have bot the mill and elvtr. of the Garden City Mill & Elvtr. Co. and by so doing have increased our storage capacity 40,000 bus. H. H. Everly, our former mgr., who organized the Everly Grain Co., will build a 20,000-bu. elvtr. The Kisser Land & Grain Co. has put in a new large truck scale, built a scale house and will remodel its elvtr.—Garden City Co-op. Equity Exchange, Geo. A. Smith, mgr.

Humboldt, Kan.—The plant of the Humboldt Elvtr. Mills was completely destroyed by fire May 3 at night. The fire had a good start before discovered and as the city water pressure was unusually low, there was no possible chance to save the elvtr. and adjoining warehouse. The only things saved were the office fixtures and the books that were in the vault. One box car also burned and another was scorched.—F. T. Borton. Loss on stock, \$4,000; building, \$12,500.

Holyrood, Kan.—W. W. Smith died Apr. 18. He came to Barton county, Kan., from Knox county, Mo., in 1877. After spending a few years farming he located here and engaged in the grain business. About eight years ago he sold his elvtr. to the Holyrood Grain & Supply Co. and became associated with the Smith-McLinden Grain Co. of Wichita and has been a traveling representative of that firm for the past five years. Mr. Smith is the father of R. W. Smith of the Smith-McLinden Grain Co.

KANSAS CITY LETTER.

F. C. Davis, former sec'y-treas. of the Addison Grain Co., is now vice-pres. of the Ernst-Davis Commission Co. which recently absorbed the Addison Grain Co.

Wm. Murphy, W. C. Goffe and L. A. Fuller have been appointed by the Board of Trade to provide entertainment for the delegates at the annual meeting of the Kansas Grain Dealers Ass'n, which will be held here May 14, 15, and 16.

Beginning May 1, I will operate under the name of the Western Brokerage Co. with offices in the Board of Trade Annex.—C. M. Woodward.

KENTUCKY

Corbin, Ky.—The Corbin Milling Co. has been incorporated for \$50,000 by S. A. Phillips and others.

Litsey, Ky.—J. D. Reed recently bot the interests of E. J. Pinkston in the Litsey Flour & Corn Mill and has taken possession. He is now sole owner.

Louisville, Ky.—James E. Callahan, 78, a member of the firm of Callahan & Sons, died Apr. 17. He had been associated with the firm for fifty years and was actively at work until a week before his death. Mr. Callahan is survived by his mother, who is 97, his widow and three daughters.

MICHIGAN

Detroit, Mich.—The Swift Grain Co. has been dissolved.

Bailey, Mich.—G. W. Gould is renting an elvtr. here.—K. J. Thayer.

Plymouth, Mich.—A warehouse of the Plymouth Elvtr. Co. burned recently.

Mesick, Mich.—E. A. Dean is now mgr. and part owner of the Mesick Grain Co.—K. J. Thayer.

Sparta, Mich.—Mail addressed to the Whalen Grain has been returned marked "out of business."

Conklin, Mich.—Mail addressed to the Conklin Co-op. Ass'n has been returned marked "Out of business."

Shiloh, Mich.—Christian Breisch & Co. bot the elvtr. here owned by E. L. Wellman of Grand Rapids.—F. P. Dendel.

Detroit, Mich.—Henry Lang & Son, feed dealers, are thinking about building a small elvtr. in connection with their feed store.—W. M. Recker.

Scotts, Mich.—Our carlot hay, grain, coal and coke business has developed to the point that we want to devote our entire time to that business. We will go out of the elvtr. business.—White Bros.

Fenwick, Mich.—Christian Breisch & Co. of Lansing recently purchased the elvtr. owned by E. L. Wellman of Grand Rapids.—F. P. Dendel. This elvtr. was operated under the name of Fenwick Elvtr. Co.

Copemish, Mich.—C. C. Bigelow is now mgr. and part owner of the Copemish Elvtr. The plant of the Copemish Bean & Grain Co. burned some time ago, and it is not known whether or not it will be rebuilt.—K. J. Thayer.

Bessemer, Mich.—Nesto Erickson, mgr. of the Farmers Milling & Elvtr. Co., has submitted his resignation and will leave July 1. Mr. Erickson has been mgr. of this company since it was founded in 1918. He will again take active charge of his farm near here.

MINNESOTA

Marietta, Minn.—The elvtr. of Kjlmar & Williams burned recently.

Sacred Heart, Minn.—F. L. Johnson has purchased the Empire Elvtr. Co.'s elvtr. here.

Seaforth, Minn.—It is reported that the Farmers Grain & Fuel Co. will go out of business.

Park Rapids, Minn.—F. J. Johnson is now mgr. of the Farmers Produce Exchange, having succeeded Ed. Earle.

Gaylord, Minn.—A Strong & Scott Dump will be installed at Jacob Geib's elvtr. by the Hickok Construction Co. C. E. Peterson recently had a Strong & Scott Pneumatic Dump installed in his elvtr.

Backus, Minn.—It is reported that the elvtr. of the H. C. Ervin Co. will be closed. Lack of business is said to be the reason.

Hadley, Minn.—The Hadley Farmers Elvtr. Co. has installed a Kewanee Truck Lift and is putting in iron spouts leading from the distributing spouts to each bin.

Waseca, Minn.—Fire caused small damage to the plant of Everett, Aughenbaugh & Co. on Apr. 17. A locomotive spark is said to have ignited a pile of dust on the roof of the mill.

Duluth, Minn.—H. R. Graves and Geo. B. Wagner have been elected members of the Board of Trade. The memberships of J. H. Ogle and A. J. Wagner have been transferred.

Cottonwood, Minn.—The Farmers Co-op. Elvtr. Co. recently added a Strong Scott Pneumatic Dump and a double Quehl Grate. This work and some repairing was done by the Hickok Construction Co.

Harmony, Minn.—The Harmony Lumber Co. recently bot the Equity Elvtr. for storage purposes, the main section, however, will be used as a sales room. Feed and flour will be sold at both wholesale and retail.

Charlesville (Tintah p. o.), Minn.—The St. Anthony & Dakota Elvtr. Co. will erect a new building here in the near future which will probably be larger and better equipped than the elvtr. that burned Mar. 19.—H. A. Treschel, agent.

Sanborn, Minn.—The Farmers Co-op. Elvtr. Co. has purchased a Strong & Scott Pneumatic Dump, a Quehl Grate, distributor and other machinery for its elvtr. The elvtr., warehouse and other buildings will be re-painted. The Hickok Construction Co. has the contract.

Sauk Center, Minn.—Albert F. Erwin died Apr. 21. He has been a resident of this city for 51 years. In 1900 he organized the Erwin Elvtr. Co. together with Messrs. Jamieson and Whitson, and for many years operated elvtrs. here and at West Union, Westport, Little Sauk, Long Prairie and Grey Eagle.

Minneapolis, Minn.—We have not outlined any plans for building new elvtrs. this season. We will have our usual improvements, as is our annual custom. We are told by insurance companies and others who have investigated our plants that we are second to none in keeping our elvtrs. and machinery up-to-date. All needed repairs are looked after at once.—Hunting Elvtr. Co.

Wabasha, Minn.—Work on the 100,000-bu. concrete tank storage of the Wabasha Roller Mill Co. is progressing. This is a duplicate of the tank storage built a few years ago, and will give the company a total fireproof storage of 200,000 bus. The tanks are 20 feet in diameter and 85 feet high, and are connected with the cleaning department in the mill by 12-inch spiral conveyors. The Hickok Construction Co. is doing the work.

Minneapolis, Minn.—Work on the elvtr. of Spencer Kellogg & Sons, Inc., is progressing rapidly. The sliding forms are about to be put in. The following machinery will be installed: Fairbanks-Morse Ball Bearing Motors; gear reducing sets for the heads; Strong-Scott Mfg. Co.'s machinery thruout; rubber belting; 1 Monitor Screenings Separator and 4 Invincible Flax Separators. The building will be entirely fireproof. The Fegles Construction Co. has the contract.

Moorehead, Minn.—The Moorehead Farmers Elvtr. Co. is erecting a seed elvtr. which will be separate from the main elvtr. All bins are overhead, leaving an open floor for the cleaners. The first cleaning is given the grain in the main elvtr., it will then be transferred to the seed elvtr. by a conveyor at the top for a final cleaning. The seed grain can then be sacked or loaded in bulk. The screenings will be transferred to the main elvtr. where they are ground into feed. A corn sheller and cleaner will also be installed. The work is being done by the Hickok Construction Co.

Essig, Minn.—The stockholders of the Essig Co-op. Co. will soon hold a meeting to discuss the advisability of erecting a new elvtr.

MISSOURI

St. Louis, Mo.—The firm of Geo. Harsh & Co. is out of business. No successor.

Eldorado Springs, Mo.—The Farmers Elvtr. Co. has let a contract for the construction of an elvtr.

King City, Mo.—Fred G. Howitt has installed an electric motor to replace a gasoline engine.

Carthage, Mo.—G. B. Hubbard, 75, well known in the elvtr. and milling business, died Apr. 23.

Aullville, Mo.—We are building a warehouse 20x100 feet at our elvtr. here.—J. S. Klingenberg & Son.

Moberly, Mo.—The McAfee-Milling Co. incorporated; capital stock, \$300,000; incorporators, F. C. McAfee, P. Stauffer and W. B. Crow.

Poplar Bluff, Mo.—The Imperial Milling Co. incorporated; capital stock, \$20,000; incorporators, W. A. Malugen, S. J. Malugen and E. D. Frank.

Concordia, Mo.—We will do some general repairing this summer and build additional storage bins at our elvtr. here.—J. S. Klingenberg & Son.

St. Louis, Mo.—Geo. G. Keith has been admitted to membership in the Merchants Exchange. The membership of J. G. Sackman has been transferred.

St. Louis, Mo.—The Mixed Feed Supply Co., having specialized in feeds for a number of years, has added a grain, hay, and seed consignment business. J. J. Martin of Omaha and E. M. Garmon of St. Louis will be in charge of this new department.

Joplin, Mo.—At a special meeting of the stockholders held Apr. 26, a motion was adopted instructing the directors to purchase the elvtr. we have been operating since our own burned Jan. 2.—Equity Co-op. Elvtr. & General Trading Co. of Joplin.

St. Louis, Mo.—The grain dealers and millers of this market are planning an excursion thru the wheat fields of the Southwest, going by Wichita, 101 Ranch and Oklahoma City. Tilghman A. Bryant, who is getting up the excursion, has already reservations for two Pullmans which dealers will occupy through the entire trip.

Springfield, Mo.—At the site of the present building we own a lot 100x119 feet, facing the railroad tracks. Our purpose in time is to cover this entire lot, but we are now erecting a headhouse and began excavating April 25. This house will be 130 ft. high, 32 ft. wide and 50 ft. long with an addition 16x20 ft. for a drier. This building is entirely of concrete and steel construction with metal doors and windows. It will have two legs and passenger elvtr., grain elevating machinery, 2,000-bu. hopper scale and cleaner of 1,500 bus. an hour capacity, a Carter Disc for separating oats and wheat. It will be equipped with feed mill machinery and a chicken feed plant. There will be 19 bins holding approximately 40,000 bus. of wheat. All bins are overhead. The feed mixing machines will be in the basement, which is 14 ft. deep. It will be constructed so that all bins can be reached with portable sacking scales. We will have a hammer mill, feed grinding machinery, corn meal outfit and elevating machinery. Contract has been let to the Southwest Engineering Co. It is our purpose to make the plant a bonded warehouse and make special effort to handle cars of grain for cleaning and putting in condition as well as storing, so that others as well as ourselves will profit by its being here.—Lipscomb Grain & Seed Co., L. Lipscomb, pres. & general mgr.

Maryville, Mo.—Otto Schrickler of the Gurley Flour & Milling Co. of Gurley, Neb., is planning to erect a flour mill here.

St. Louis, Mo.—The warehouse of the Mississippi Valley Elvtr. & Grain Co. was destroyed recently by fire. It was 150x300 feet and 60 feet high, and was connected with the elvtr. 200 yards west by a conveyor 50 feet above the driveway. Loss \$25,000; no insurance.

MONTANA

Swift, Mont.—The roof and cupola of the State Elvtr. Co.'s elvtr. was blown off Apr. 18.

Hobson, Mont.—Part of the tin roof on the elvtr. of the Equity Co-op. Ass'n was blown off Apr. 18.

Fort Benton, Mont.—The elvtrs. of the Imperial Elvtr. Co. and the Greeley Elvtr. Co. are closed at present.—Farmers Elvtr. & Trading Co.

Winifred, Mont.—Luke Dunn, mgr. of the Montana-Dakota Elvtr. Co.'s plant, had to have both hands amputated as the result of catching them in a grinder.

NEBRASKA

Sargeant, Neb.—Mail addressed to David Walsh has been returned marked "out of business."

Paxton, Neb.—The Pete Eginton elvtr. has been leased by W. Kimberly, who took possession May 1.

Mitchell, Neb.—I expect to install a big grinder and wagon scales in my new 8,000-bu. capacity elvtr.—Fred Petsch.

Madison, Neb.—The Farmers Elvtr. Co. is installing a dump and making necessary repairs. The work is being done by the Younglove Construction Co.

York, Neb.—The mill of Johnson Bros. & Putney is nearing completion and will be known as the Enterprise Milling Co. The building is 20x30 feet and of tile.

Juniata, Neb.—The Farmers Elvtr. Co. will erect an up-to-date elvtr. with a 15-h.p. engine, a manlift and a B. & L. No. 34 cleaner. The Younglove Construction Co. is doing the work.

Omaha, Neb.—Frank J. Taylor, pres. of the Grain Exchange, was recently injured when his automobile slid on the wet pavement. He was taken to a hospital at once where doctors said that he will soon recover.

St. Paul, Neb.—The Farmers Grain & Supply Co. has gone out of the coal business and will now confine its interests to handling grain. F. E. Pope has resigned as mgr. and will leave July 1. He will be succeeded by Louis Puncocar who has been second man at the elvtr. for several years.

Clarkson, Neb.—We bot out the Crowell Lumber & Grain Co.'s business here and have moved into its former down town yards. We will close our own yards.—Nye-Schneider-Jenks Co. It was erroneously reported that the Crowell Lumber & Grain Co. had bot the plant of the Nye-Schneider-Jenks Co.

NEW ENGLAND

North Adams, Mass.—The elvtr. of the Berkshire Coal & Grain Co. is being equipped thruout with a sprinkler system.

NEW MEXICO

Raton, N. M.—I bot the business of the late Walter O'Brien about six weeks ago. I am expecting to improve the warehouse and add machinery to facilitate handling grain in carlots, and expect to have it done in time for the 1924 harvest. We will turn three to five carloads of grain in retail trade each month.—C. R. Adamson, C. R. Adamson Co.

NEW YORK

Batavia, N. Y.—M. S. Dunlap is entirely out of the hay and grain business.

Buffalo, N. Y.—The Washburn Crosby Co. expects to erect a marine tower and gallery at a cost of \$55,000.

New York, N. Y.—R. J. Kaiser, formerly associated with the Armour Grain Co., is now with Louis Dreyfus & Co.

New York, N. Y.—Chas. E. Milmine of the Milmine, Bodman & Co., died Apr. 27. He is survived by his widow, a son and two daughters.

Buffalo, N. Y.—The flour mill being erected for the Pillsbury Flour Mills Co. will be finished June 1. The Fegles Construction Co. is doing the work.

Naples, N. Y.—Fire destroyed three elvtrs. and grain spouts in the mill of John R. Fenton, May 3. It started in the smut room between the feed grinder and elvtr.

Lyons, N. Y.—Edward S. Cross of Lyons, N. Y., and Harry G. Chapin of Albion, N. Y., recently purchased the Vanderveer & Coleman produce business and are operating it under the name of Vanderveer & Coleman, Inc. H. G. Chapin is pres., H. A. Chapin, vice pres., Edward S. Cross, treas. The plants at Medina, Sodus Center, Palmyra, Port Gibson, Cato and Clyde will be operated in connection. —H. G. Chapin.

NORTH DAKOTA

Delaware, N. D.—The Great Western Elvtr. Co.'s elvtr. burned recently. Insured.

Taylor, N. D.—The Occident Elvtr. Co. sustained a small loss by fire in house No. 2 of its plant Apr. 21.

Aurelia, N. D.—The Lybeck Grain Co.'s elvtr. is now closed. The Lybeck Grain Co. were successors to the Farmers Elvtr. Co.

Norma, N. D.—Our elvtr. here was destroyed by fire on the night of Apr. 15. Contract has been awarded to T. E. Ibberson for rebuilding, to start at once.—Minnekota Elvtr. Co., Minneapolis, Minn.

Crosby, N. D.—The United States Court of Appeals recently rendered a decision in favor of the creditors of the defunct Crosby Elvtr. Co., thus reversing a previous decision of Judge Andrew Miller. The creditors, who are mostly farmers, hold storage tickets for grain delivered to the elvtr. shortly before it closed. The case involved the validity of a mortgage given the directors just before the company went bankrupt. The creditors will now be granted the proceeds of the building and equipment when it is disposed of.

SOUTH DAKOTA

Bruce, S. D.—The Farmers Co-op. Co. is rebuilding its coal shed and remodeling the potato warehouse.

Blaha, S. D.—The Farmers Elvtr. Co. is having a dump installed. The Younglove Construction Co. is doing the work.

Roslyn, S. D.—W. T. Pederson has resigned as mgr. of the Roslyn Farmers Elvtr. and has taken a similar position in North Dakota.

Vienna, S. D.—The C. O. Rosengren Grain Co. has incorporated; capital stock, \$10,000; incorporators, S. W. Dixon and Hans Hanson.

Gettysburg, S. D.—F. C. Moody, mgr. of the Atlas Elvtr. Co.'s elvtr., recently bot the D. H. Curran elvtr. and will go in business for himself.

Winifred, S. D.—C. S. Olson will install a double Trapp Dump and make other repairs at his elvtr. The Younglove Construction Co. is doing the work.

Wagner, S. D.—The elvtr. of J. T. Scroggs, which burned Feb. 11, was recently taken down by the R. M. Van Ness Construction Co. It will not be rebuilt.

Woonsocket, S. D.—The J. T. Scroggs Grain Co. of Sioux City, Ia., is adding a Trapp Dump and a 10-ton Howe Scale and making necessary repairs. The work is being done by the Younglove Construction Co.

Butler, S. D.—The Farmers Elvtr. Co. has sold its hardware and farm machinery stock and building, and will confine its business to grain and coal. Repairs will be made during the summer.

OHIO

Rocky Ridge, O.—The Ottawa County Co-op. Co. has installed a grain drier in its elvtr.

Lima, O.—The 45th annual meeting of the Ohio Grain Dealers Ass'n will be held at Lima June 18 and 19.

North Baltimore, O.—The name of our new mgr. is G. W. Ebersole.—The North Baltimore Grain Co.

Enon, O.—Mail addressed to Armstrong & Johnson has been returned marked "does not receive mail here."

Granville, O.—The name of the Granville Milling Co. has been changed to the Granville Elvtr. & Milling Co.

Newcomerstown, O.—The Farmers Elvtr. Co.'s elvtr. has been taken over by us.—Newcomerstown Elvtr. Co.

Elgin, O.—The Elgin Grain Co. has completed some very necessary improvements in its elvtr. including the rebuilding of the coal bins.

Toledo, O.—L. J. Ulrich, formerly representative of J. S. Bache & Co. on the exchange floor, is missing. Relatives fear that his mind has been affected.

Toledo, O.—Jesse W. Young, who discontinued his own firm, the Young Grain Co., is now with Southworth & Co. and will handle a share of its corn and oats business.

Findlay, O.—We purchased the Hancock Co-op. elvtr. here, and will take possession May 1. We will handle all kinds of grain seeds, feed and coal.—Hochstetler Bros., Bluffton, O.

Wellington, O.—I have purchased the plant formerly owned and operated by the Wellington Mills & Elvtr. Co., and will operate under the name of The Farmers Grain & Milling Co. L. G. Bradstock.

Prout (Sandusky P. O.), O.—L. J. Stautzenberger has resigned as mgr. of this company. H. P. Ford, at present mgr. of the Farmers elvtr. at Seville, O., will succeed him.—The Central Erie Supply & Elvtr. Co.

Deshler, O.—The Reliance Construction Co. of Indianapolis has the contract for rebuilding our plant at \$56,000. It will be all concrete, have 50,000-bu. storage capacity and a 400-bu. drier.—Deshler Farmers Elvtr. Co.

South Charleston, O.—It is reported that representatives of Henry Ford recently bot 775 acres just north of here, where 500 houses and several grain elvtrs. will be built. The property is on Henry Ford's railroad, the D. T. & I.

Cincinnati, O.—J. A. Hallam has succeeded D. J. Schuh as weighmaster at the Grain & Hay Exchange. He has been chief inspector of the weighing and inspection department since the reorganization of that department over a year ago.

Cincinnati, O.—The offices of Fitzgerald Bros. Co. have been moved to Hopkins avenue. The firm expects to enlarge its business and handle more supplies. The Currus Grain Co. has also outgrown its quarters and removed to the fifth floor of the Lyric building.

Merrill, O.—We put in a new blower, complete grain loader, new cleaners and hopper scales, and a 15-h.p. oil engine. We have the new foundation and the cement block house completed and the engine installed. We expect to build new coal bins and a hay barn making a complete outfit for grain, hay and straw.—H. G. Pollock, Middle Point, O.

Vendocia, O.—We have added a new grain cleaner, two new drags, dumps and will add a new ear corn cup elvtr., a blast fan car loader, seed cleaning outfit, new wagon scales, two new boots and a new feed cleaning outfit of the latest type. We will also build a hay barn and expect to have all repairs completed ready for the new crop.—H. G. Pollock, Middle Point, O.

Grafton, O.—The United Mills Corporation incorporated; capital stock, \$1,000,000. The corporation will take over the business and property formerly owned by the Grafton Flour Milling & Grain Elvtr. Co. The stock will be half preferred and half common of no par value, of which \$600,000 will be issued at once, \$420,000 representing the present outstanding stock. This will leave \$180,000 to be sold, which will provide for expansion and further working capital.

Cincinnati, O.—The Board of Directors of the Grain & Hay Exchange have authorized the traffic manager to co-operate with the traffic department of the Chamber of Commerce in the study it is to make in connection with the Chamber's "Program of Progress." A thoro study of the rate structure of all commodities will be made, with a view to correct all errors. The traffic department of the Grain & Hay Exchange has assisted shippers of hay and grain by furnishing rate information and handling claims.

Circleville, O.—The Corporation Underwriters Syndicate has been succeeded by the Dixie Mills, which was recently incorporated; capital stock, \$600,000; incorporators, W. E. Halley, Chas. Herr, W. E. Arnold, W. P. Sallady and W. H. Brubaker. The general offices of the firm will be here. C. C. Truax, who promoted and financed the Corporation Underwriters Syndicate, has retired and the Syndicate is dissolved. He maintains his interest in the Main street mill, which is now known as the Maizo Mills, Inc. The Syndicate owned the Heffner Mill, the Crites Milling Co., the Blue Ribbon Mills at Greenville, the Heffner Main street elvtr. and mill, the East End elvtr. of this city, and the elvtrs. at Bell's Siding, Kinderhook, Island Road and New Holland.

OKLAHOMA

Pawhuska, Okla.—The elvtr. of the Harris Grain Co. burned recently.

Claremore, Okla.—No one is operating the Hurst Grain Co.—R. F. Wright.

Okarche, Okla.—We will repair our elvtr. here.—El Reno Mill & Elvtr. Co.

Greenfield, Okla.—We will repair our elvtr. here.—El Reno Mill & Elvtr. Co.

Mustang, Okla.—Fire destroyed the plant of the Farmers Grain Co. on Mar. 17.

Hunter, Okla.—The Hunter Mill Co. suffered a small loss from the windstorm Mar. 28.

Binger, Okla.—The storm on Apr. 29 blew the top of the cupola off of Chas. Wilson's elvtr.

Byron, Okla.—We are putting in some new machinery and increasing the capacity.—Byron Grain Co.

Hinton, Okla.—Fred Zobish of the Zobish Grain Co. recently installed a radio in his elvtr. here.

Geary, Okla.—The plant of the Geary Milling & Elvtr. Co. was damaged by the windstorm Apr. 29.

Hydro, Okla.—The plant of the Hydro Grain & Seed Co. was damaged by the windstorms Apr. 29.

Fairmont, Okla.—The W. B. Johnson elvtr. is closed. There are no prospects of reopening.—M. Larkin.

El Reno, Okla.—The windstorm on Mar. 28 slightly damaged the plant of the Canadian Mill & Elvtr. Co.

Hunter, Okla.—Mail addressed to the Hunter Mill Co. has been returned marked "removed to Hutchinson, Kan."

Mustang, Okla.—The Mustang Farmers Grain Co. sustained a fire loss of \$4,000 on its plant Apr. 17.

Frederick, Okla.—We may install a Frederick Oat machine in our elvtr. here this season.—E. O. Billingslea Grain Co.

El Reno, Okla.—We have installed a hammer mill but will continue grinding chops on our 3-pair roller mill.—Farmers Mill & Grain Co.

McCool Sta. (Hydro p. o.), Okla.—We will waterproof the elvtr. pits of our elvtr. here, and remodel the engine room.—El Reno Mill & Elvtr. Co.

Durant, Okla.—Amos K. Bass has removed his office from Caddo, Okla., to this city where he will continue to do a wholesale hay and grain business.

Union City, Okla.—We are repairing our elvtr. here and covering the entire plant with corrugated iron, and will install a motor later.—El Reno Mill & Elvtr. Co.

Weatherford, Okla.—The frame warehouse of the Weatherford Milling Co. was partially wrecked by the windstorm April 29. The damage was estimated at \$500.

Loveland, Okla.—The Wheat Growers Ass'n recently bot the Wichita Mill & Elvtr. Co.'s elvtr. here. The Ass'n has now two in this section, the other one being at Grandfield.

Stafford, Okla.—It is said that about two-thirds of the wheat growers in this vicinity have joined the Oklahoma Wheat Growers Ass'n and are planning to build an elvtr. here.

Jefferson, Okla.—I have purchased the mill here, and the elvtrs. at Renfrow, Medford and Pond Creek, and expect to have them in operation by the first of next crop season.—W. T. Hacker, Abilene, Kan.

Oklahoma City, Okla.—R. H. Drennan, mgr. of the Drennan Grain Co., expects to reopen his office in the Grain Exchange building July 1. He and Mrs. Drennan have been spending most of their time on their ranch since Mr. Drennan was injured.

Minco, Okla.—The El Reno Mill & Elvtr. Co. is overhauling and repairing its elvtr., and will cover the entire plant with corrugated iron. Later in the season the company will build a motor house and install a motor. H. H. Householder is agent.—El Reno Mill & Elvtr. Co.

Oklahoma City, Okla.—The Oklahoma State Grain Inspector, E. H. Linzee, has compiled a valuable booklet on "Oklahoma State Laws" that help the farmer to help himself. In it he gives some of the causes for the wheat farmer's troubles, information on raising wheat, state grain inspection, state cotton grader, state bonded warehouse law, how to bond warehouses, state market commission, veterinary department, state dairy department, bureau of pure seed, feed and fertilizer inspection department and on the bureau of agricultural statistics.

Oklahoma City, Okla.—Two Pullmans from St. Louis will arrive on the morning of May 20th for the annual convention of the Grain Dealers. The Millers and grain dealers will attend the great Wild West shows and the Buffalo Dinner being served by the Miller Brothers at 101 Ranch on Monday, May 19th. Among those who have already reserved space in two Pullmans now arranged for are the following: W. K. Standard, W. E. Henry, George F. Powell, John F. Ballard, Roger P. Annan, A. C. Robinson, George S. Milnor, Chester Weeks and wife, Louis Schultz and wife, Christian Bernet and wife, T. A. Bryant, W. T. Brookings, V. Pres., Marshall Hall Grain Co.; Charles Wilson and wife, Paul Berger, T. M. Scott of Picker & Beardsley Commission Co., George Martin, Jr., Valier Spies, Mr. Plant, J. M. Chilton, Zeb Owens and Walter Toberman, R. C. Stone, Fuller-Woolridge, F. M. Clelland, J. B. Horton, Mr. Stokes, Fred Langenberg and wife of Langenberg Grain Co., Mr. Robert Napier and wife, Albert Imbs and wife.

OREGON

Vale, Ore.—The Vale Grain & Feed Co. incorporated; capital stock, \$10,000; incorporators, F. G. Cleveland, Margaret Cleveland and Ben C. Russell.

PENNSYLVANIA

Delabole, Pa.—The Staffet Milling Co. Inc. suffered a \$10,000 fire loss in the elvtr., warehouse, and mill buildings May 1.

SOUTHEAST

Norfolk, Va.—The public elvtr. of the Dock Commission is not yet finished. The transit sheds are now under construction.—Folwell-Ahlskog Co.

Chestertown, Md.—We are making preparations to put up a 24x24x24-ft. crib storage, and will need 50-ft. 8-in. conveyor. The elvtr. complete will handle 500 bus. an hour.—Radcliffe Mills.

Port Richmond, Va.—The plans and specifications for the Philadelphia & Reading R. R. Co.'s elvtr. are progressing and are to be ready for figures about July 15. This project includes a two-million-bu. storage house, a 450,000-bu. workhouse, three mechanical car-unloaders, shipping gallery system, drier and an office.

Charlestown, W. Va.—We are making extensive improvements to our elvtr. here, this being one of several branches. This concern, for the convenience of its many customers, and also for their own extensive dealings in the way of hedges in the Chicago markets, has opened a branch office for the handling of future trades in the Chicago markets and have installed a blackboard for future quotations.—The Reed Grain & Milling Co., formerly Wm. E. Reed & Son.

TEXAS

Center, Tex.—J. J. Rushing, former mgr. of Center Grain & Grocery Co., died recently.

Amarillo, Tex.—The Panhandle Grain Dealers Ass'n will hold its annual meeting here May 19.

Vernon, Tex.—Fire, starting in the basement of the Sewell Grain & Fuel Co., caused considerable damage to the machinery Apr. 26.

Greenville, Tex.—The new plant of the Greenville Mill & Elvtr. Co. is nearing completion.—D. E. Denney, mgr. G. B. R. Smith Milling Co.

Weatherford, Tex.—I am contemplating building 75,000-bu. concrete elvtr. tanks on the site of the old elvtr. which burned a few months ago.—H. J. Bradfish.

Galveston, Tex.—We are making our usual spring repairs in the elvtr., and increasing our capacity somewhat for delivering export grain to vessels.—Texas Star Flour Mills.

Fort Worth, Tex.—Leo Potishmen, pres. of the Transit Grain & Com. Co., has been appointed chairman of the publicity com'te for the Fort Worth Grain & Cotton Exchange.

The report of the Board of Directors of the Chamber of Commerce shows that out of five members who died during the year ended Apr. 7, three were entitled to share in the benefits of the Gratuity Fund, and that the heirs of each will receive \$890.72 in the distribution of the income for the past year. This is by far the largest payment ever made since the Gratuity Fund was established in 1922. The smallest payment made was \$288.94, in 1899. The largest previous payment was \$696.15 in 1922. The treasurer's report shows that the total income receipts for the year were \$149,173.85, and the total expense disbursements were \$159,376.23.

Houston, Tex.—The Ross Grain Co. has incorporated; capital stock, \$20,000; incorporators, J. E. Josey, R. C. Miller, C. C. Chinski.

Robstown, Tex.—We have organized for ginning cotton only.—W. A. Koonce & Co.

Beaumont, Tex.—We have almost finished a new 125,000-bu. elvtr. adjoining our plant here, at a cost of \$75,000.—Jersey Miller Grain Co.

TENNESSEE

Memphis, Tenn.—The brokerage business of the late John Denyven will hereafter be managed by F. W. Barr who has been associated with the firm for some time.

Bristol, Tenn.—The flour mill of the Abingdon Milling Co. was destroyed by fire Apr. 26, at night. Two grain elvtrs. at the mill were destroyed together with 1,200 bus. of corn, 1,500 bus. wheat, 2,000 lbs. feed, 20,000 lbs. of flour.

UTAH

Payson, Utah.—The Utah Valley Milling & Produce Co. is out of business.

Logan, Utah.—The Cache County Farmers Equity has been discontinued.—The Vitamin Co.

WASHINGTON

Roy, Wash.—We have constructed a new concrete block warehouse 120x48.—Grange Warehouse Co., A. H. Tisch, mgr.

Walla Walla, Wash.—A. E. Kelley, head of the grain department of the Walla Walla Farmers' agency, has resigned and will leave July 1 for Pullman.

Pullman, Wash.—A. E. Kelley has purchased from the Kerr-Gifford Co., warehouses here and at Busby, Kitzmiller and Whelan and will engage in the grain business.

WISCONSIN

Potter, Wis.—I have sold my business here to Wm. Larch, who will take possession June 1, 1924.—Louis Carstens.

Algoma, Wis.—The Algoma Farmers Co-op. Co. held a formal opening of the new elvtr. and storehouse Apr. 19. Frank Janske is mgr.

Delton, Wis.—It is reported that H. L. Sarrington will rebuild his plant which burned several weeks ago. This will include a flour and feed mill and an elvtr.

Livingston, Wis.—The new elvtr. and feed mill here is complete. The old one burned Jan. 19. Ernest Biddick & Co. are proprietors.—Kramer & Co., Montfort, Wis.

Superior, Wis.—The Cargill Grain Co., of Minneapolis, recently put into service at Elvtr. "M" a new 1,000-bu. Morris Automatic Dust Collecting Grain Drier. This drier is a long step forward in drier construction. The outstanding improvement is that instead of blowing air thru drier and cooler sections with the resulting clouds of dust, air is now drawn thru both drier and cooler, and this dust-laden air discharged from the fan into a large dust collector or settling chamber outside the building. This installation is housed in a monolithic concrete building 17x35 ft., 90 ft. high, which provides a 2,000-bu. garner above the drier and a 1,200-bu. garner below cooler. A new drier leg and 1,200-bu. Fairbanks Scale have also been installed in Elvtr. "M" for serving the drier. The improvements were planned and the general contract executed by the Barnett & Record Co. The drier was furnished by the Strong-Scott Mfg. Co., electric motors by the General Electric Co., and machinery by the Weller Mfg. Co.

MILWAUKEE LETTER.

Nelson B. Updike has been elected a member of the Chamber of Commerce. The membership of Hubert Karl, Jr., has been transferred. A resolution recently adopted by the Board of Directors reads as follows: That it is to be the sense of the Board of Directors that the word "promptly," where it is used in the rule relating to the time within which an award of the Board of Arbitration or Board of Appeals must be satisfied, Rule 4, Section 12, shall be construed to mean that an award of a Board of Arbitration must be satisfied within five business days after expiration of the time allowed for giving notice of appeal, in case there is no appeal; and within five business days after copy of an award of a Board of Appeals is received.

The Board of Directors of the Chamber of Commerce has adopted a resolution giving all members the privilege of enjoying the "split," or members' rates of commission on consignments. The rule has been removed requiring that a member shall have been elected to membership prior to Mar. 1, 1906, or shall be a member of the Chamber of Commerce of Minneapolis, or the Chicago Board of Trade in order to be entitled to the 75 per cent division of commissions. The intent is to frame the amendment that the rule will permit the charging of 75 per cent of the regular commission rate to all members of the Chamber, except to active members engaged in business in the Milwaukee market, one-half of the regular rate to be charged to active members, as the rule now provides.

THE RIGHT of a broadcasting station to use copyrighted music without paying a royalty is puzzling Congress since the problem got into the courts. The Senate com'te has sent for a copy of the decision by United States District Judge Smith Hickenlooper, in Cincinnati, O., who contends the present law does not protect copyright holders against the broadcasting of their music. The patents com'te is divided, some members siding with the broadcasters, others with the composers and publishers. Public attitude, however, favors the broadcasters.

Feed Movement in April.

Receipts and shipments of feedstuffs at the various markets during April, compared with April, 1923, were as follows:

	Receipts		Shipments	
	1924	1923	1924	1923
Baltimore, tons.....	800	1,292		
Chicago, tons.....	13,276	15,366	40,927	43,875
Kansas City, tons.....	1,880	2,900	19,020	21,580
Milwaukee, tons.....	1,760	270	19,950	28,967
New York, tons.....	580			
Peoria, tons.....	26,369	26,200	26,390	25,647
San Francisco, tons.....	587	513		
St. Louis, sacks.....	126,350	175,590	826,980	910,940

Exports of Feedstuffs.

Exports of feedstuffs during March, compared with March, 1923, and for the nine months ending with March, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	March		8 mos ending Mar.	
	1923	1924	1923	1924
Bran and middlings, tons.....	425	405	2,310	1,519
Cocoanut cake, lbs.....	4,480		2,290,804	54,484
Corn cake, lbs.....			670,500	
Cotton seed meal, lbs.....	6,470,399	6,276,950	106,384,490	38,324,736
Linseed meal, lbs.....	2,543,968	2,483,968	21,165,268	8,659,527
Linseed cake, lbs.....	56,518,788	47,057,137	375,022,217	350,684,724
Screenings, lbs.....	1,503,077	2,238,726	8,027,936	10,120,757
Corn feeds, tons.....	12	91	614	1,407
Other mill feeds, tons.....	1,394	1,250	30,384	6,332
Sorghum, kafir and milo, bus.....	3,724	7,952	44,991	39,155
Prepared feeds, not medicinal, lbs.....	1,843,351	2,163,782	14,815,378	12,221,011

Feedstuffs

It is easy enough to look pleasant,
When feed goes off like a song,
But the dealer worth while
Is the man that can smile
When the market goes dead wrong.

HEROIC MEASURES.

Try our egg mash and scratch if you want your chickens to lay during winter months.—A. Kirby & Sons in Dallas City, Ill., Review.

SOMERVILLE, MASS.—The Fruit Nut Cereals Co., Inc., suffered a \$4,000 loss by fire to its plant Apr. 29.

CARTHAGE, Mo.—The Morrow-Kidder Milling Co. has overhauled its meal plant and installed a drier.

NASHVILLE, TENN.—Fire recently damaged the feed mill of W. K. Tate Co. to the estimated extent of \$20,000.

MILO, IA.—The Federated Cereals Mills of America will establish a plant here. Ray Steele, part owner, will manage it.

DE KALB, ILL.—H. H. Hazard has taken over management of the feed business formerly conducted by H. Beacham.

HIGGINSVILLE, Mo.—We are building a large feed warehouse and expect to erect a hay barn.—Eagle Mill & Elevator Co.

REMBRANDT, IA.—E. P. Arnold accepted the stock food agency in connection with the Farmers Elevator Co. and commenced his duties on Apr. 22.

EDINBORO, PA.—The Edinboro Co-operative Ass'n recently purchased a new building and is going to equip it with a new mill for grinding feed, etc.

ORWELL, O.—The L. H. Baimer feed mill suffered a \$20,000 fire Apr. 11 in which several thousand bushels of grain, ground feed and flour were destroyed.

ALMA, KAN.—G. Delfs & Son have opened their cereal mill and now supply this territory with chick feed, breakfast foods, chops and other mixed and ground grain.

PLAINFIELD, IA.—Mellinger & Juhl recently remodeled their newly purchased feed mill, installing new machinery, including a 30-inch Munson Ball Bearing Attrition Mill.

WENDELL, IDA.—The Lincoln Farms alfalfa meal mill burned recently. Loss is estimated at between \$20,000 and \$30,000. The blaze was attributed to a short circuit in the motor.

MEMPHIS, TENN.—Rosenbaum Bros. of Chicago, Ill., who have had an office here for 18 months, have incorporated a separate company here under the same name to manufacture feed.

BUFFALO, N. Y.—John Boland, treas. of the H. O. Cereal Co., died on Apr. 28, at his home. He had been connected with the cereal company for 25 years. His widow and seven children survive him.

OAKLAND, NEB.—The Oakland Corn-Alfalfa mill, owned by Jesse Weaver, and operated only two seasons, burned Apr. 26. Loss is estimated at \$35,000, of which \$12,000 is covered by insurance.

BUFFALO, N. Y.—The loss on the cereal building of the George Urban Milling Co., which burned recently, is reported at \$40,000. Following adjustment of the insurance, a new building will be erected.

SPIRIT LAKE, IA.—D. J. DeBeer, proprietor of the Milwaukee Elevator, is installing a new Monarch Ball Bearing Attrition mill for the grinding of feed. In the future he will carry a full line of ground feeds.

ST. LOUIS, Mo.—Fire destroyed all but the brick walls of the building occupied by the Ovo Mill Corp., manufacturers of pancake flours, cereal foods, and chicken feeds, Apr. 19. Estimated loss on products, \$65,000; to building, \$35,000.

LOS ANGELES, CAL.—The Sunset Milling Grain Co., a property of the Colorado Mill & Elevator Co., will soon add a 200,000-bus. storage and two-story warehouse to its present feed plant. Plans for the addition are practically complete.

LEHI, UTAH.—Lehi Cereal & Feed Co. has been incorporated by J. F. Bradshaw, pres., B. B. Bradshaw, vice-pres., and sec'y-treas., F. J. Bradshaw, J. E. Mason, and J. Whitcomb. Plants will be operated in Lehi and Provo. Capital, \$35,000.

SIoux CITY, IA.—The feed business seems to be a "life-saver" for many country elevator companies, and, as it enables them to make a net profit of from \$200 to \$500 per month, it is a line that cannot be ignored.—Younglove Construction Co.

CARLSBAD, N. MEX.—The Otis Gin & Warehouse Co., of Carlsbad, and Loving, has registered trade mark No. 193,063 for mixed feed, cottonseed meal, cottonseed cake, and cottonseed hulls. It is simply the letters, "WANO" printed in heavy, black type, in a semi-circle.

IF SUDAN is wanted for hay exclusively, the first cutting should be cut with binder and shocked like wheat when the plant is coming into bloom. When cut this way it handles much easier and makes better feed. If first crop for hay is mown it is hard to cure and hard to handle afterwards.

KANSAS CITY, Mo.—Quisenberry Feed Mfg. Co. has registered trade mark No. 182,995, for use in connection with dairy feed. A single huge "F" acts as the initial letter in each of the three words, "Fiske's Favorite Feed," place one beneath the other in the order named.

FORT WORTH, TEX.—The Belt Hay & Storage Co. is a new concern doing a general wholesale hay business here. The approximate capacity of its warehouse is listed at 1,500 tons and it offers local storage and a consignment service. John Davitte, Jr., is manager.

ST. LOUIS, Mo.—C. E. McCartney, of the Ralston-Purina Co., has gone to Minneapolis to take over the company's new feed plant there. His membership in the St. Louis Merchants Exchange is being transferred to Ward A. Brown. Mr. Brown will assist John H. Caldwell as grain buyer.

PINE BLUFF, ARK.—The Joe Q. Cook & Son Co. has been incorporated by J. Q. Cook, M. Stanley Cook, and Miss Maude Goza, with capital stock of \$50,000, of which \$25,000 has been subscribed. The firm has been doing a feed and produce business for the past year and will continue in that line.

ST. LOUIS, Mo.—James F. Quinlivan, pres. of James F. Quinlivan & Bros. Feed Co., died of heart disease on Apr. 25, after an illness of two months. He was 62 years old. For a number of years he was a member of the Merchants' Exchange. His widow and one son, Frank R. Quinlivan, survive him.

DALLAS, TEX.—William J. Lawther, of W. J. Lawther Mills, has registered trade mark No. 192,026 for chicken, mule, and cattle feeds. It consists of a blue ribbon drawn in the shape of an inverted U, with a loop tied at the angle between each stem and the arch. "Lawther's" is printed in black type on the arch.

ATTALLA, ALA.—The Brown Mill & Grain Co. has been incorporated with a capital stock of \$75,000 to operate a large plant here. It has taken over the plant and equipment of the old Brown Milling Co., which was recently enlarged with the addition of considerable new machinery. The plant has a capacity of 2,400 bus. of meal per day and will handle various kinds of grain products. Plans have been formed to manufacture chicken feed, corn chops, scratch feed, shorts, bran, etc. The officers are O. Z. Brown, pres.; C. B. Forman, vice-pres., and S. G. Parsons, treas. A sales office will be maintained in Birmingham.

KANSAS CITY, Mo.—The salvage of grain from the Rock Island elevator, which burned Apr. 17, is estimated at 35 carloads, according to John Davidson, of Davidson Mill & Elevator Co. The building had contained about 50,000 bus. of various cereals. No plans for rebuilding have been announced, tho Mr. Davidson intends to resume business.

MITCHELL, S. D.—A. L. Haynes, publisher of the Durco Salesman, recently acquired the entire interest and machinery of the Hog Men's Associated Feed Co. The new owner will increase the output of the plant and manufacture mineralized tankage, pig meal, calf meal, poultry fattener, egg mash, and chick starter. The products will be sold both wholesale and retail.

SIoux CITY, Ia.—Petition for payment of a judgment totaling \$236.60 and the appointment of a receiver for the Grain Belt Product Co. has been filed in the district court by the A. George Schulz Co. It is charged that the products company has ceased to operate at full capacity because of lack of funds. Appointment of a receiver is requested that the assets of the firm may be saved.

THE CEREAL business of the Armour Grain Co. has been conducted under the name of the Mapl-Flake Mills, Inc., as a subsidiary company, since May 3. Greater convenience in accounting and handling the business is stated as the reason for the change. Officers remain the same as under the old order. The mill at Milwaukee, which produces oat meal and has a capacity of 2,000 barrels per day, is also affected by the change.

DELTA, UTAH.—The Los Angeles Tarkio Molasses Feed Co. has contracted with alfalfa producers of Millard County for alfalfa hay. The contract calls for the erection of a \$150,000 plant here. Five outlying cutting stations will utilize from 50,000 to 200,000 tons of hay annually. The hay, it is stated, will be contracted for at \$8 if delivered from the field and \$8.50 if stacked, plus 25c for each mile hauled beyond a two-mile limit.

TACOMA, WASH.—Charles H. Lilly & Co. filed suit for \$10,000 in the Superior court, Apr. 15, against the Kenworthy Grain & Milling Co., accusing that firm of infringing on its rights by manufacturing a poultry feed known as "Fish Flakes." According to the complaint the defendant purchased some of Lilly's "Fish Flakes" and proceeded to manufacture a similar food, giving it the same name. It is further alleged that the defendant fraudulently registered the name with the sec'y of state, as a trade mark.

KANSAS CITY, Mo.—Three creditors, whose claims are in excess of \$26,000, have filed an involuntary petition in bankruptcy in the federal court in Kansas City, against the Atlas Cereal Co. They allege other creditors were given preference in payments, tho the cereal company was insolvent. John F. Kendig, vice-pres. of the company, says its plant is worth \$750,000, while its liabilities amount to less than \$250,000. The plant is used for manufacturing cereal goods. At one time it did an extensive rolled oat business.

AT A meeting of the Executive Com'te of the American Feed Manufacturers' Ass'n, held in Chicago, Apr. 24, tentative plans for the 16th annual convention to be held at Chicago, June 5 and 6, of the Ass'n started to develop into a program. Tho no definite announcements can be made as yet, a number of the speakers will be of nation-wide prominence and acknowledged authorities in their respective fields. The entertainment promises to be excellent, according to M. M. Nowak, chairman of the Com'te on Arrangements. Members on his com'te are O. E. M. Keller, H. A. Abbott, D. A. Badenoch, W. E. Suits and G. A. Chapman. Subcom'tes named are entertainment and dinner, M. M. Nowak, chairman; program, W. E. Suits, chairman; ladies' reception and entertainment, Mr. and Mrs. D. A. Badenoch; publicity, L. F. Brown, Sec'y of the Ass'n, chairman.

Adulteration and Misbranding.

Hales & Hunter Co., Chicago, Ill., shipped a quantity of dairy feed from Illinois into Kentucky, labeled in part: "Gold Flake Dairy Feed Made by Hales & Hunter Co., Chicago, Ill. Guaranteed Analysis Protein 16.00 Per Cent, Fat 3.50 Per Cent, Fiber 15.00 Per Cent." Analysis of a sample showed that it contained 10.54 per cent protein, 16.07 per cent fiber, and 2.32 per cent fat. An information was filed against the company by U. S. attorney for the Northern District of Illinois. A plea of guilty was entered on behalf of the defendant and a fine of \$50 imposed.

Southern Cotton Oil Co., Little Rock, Ark., shipped a consignment of cottonseed meal from Arkansas into Kansas. The product was labeled "Chic-Homa Quality" Cotton Seed Meal or Cake. Guaranteed Analysis, Protein Not Less Than 41%. Another shipment was sent into Michigan and was billed as 7 per cent "C S Meal" and represented by the company as 7 per cent ammonia cottonseed meal. Analysis showed that the first shipment contained approximately 39.75 per cent of crude protein, and the second shipment contained only 6.63 per cent of ammonia. The U. S. attorney for the Eastern District of Arkansas filed an information against the company. Charges of misbranding and adulteration were entered and a fine of \$25 was imposed.

Buckeye Cotton Oil Co., Macon, Ga., shipped 300 sacks of cottonseed meal to Tampa, Fla. This was labeled in part: "100 lbs. Net Buckeye Good Cottonseed Meal Manufactured by the Buckeye Cotton Oil Co., Macon, Ga. Guaranteed Protein 36.00%, Ammonia 7.00%." A substance too low in protein (ammonia) had been mixed with the meal to such a degree as to reduce and lower its quality and strength. The U. S. attorney for the Southern District of Fla. filed a libel asking seizure. Misbranding was alleged for the misleading label, as above noted, and for the further reason that the article was an imitation of, and offered for sale under the distinctive name of another article. Goods were released to claimant upon payment of costs and execution of a bond of \$1,000.

Buckeye Cotton Oil Co., Indianapolis, Ind., sent a shipment of 160 sacks of cottonseed meal to Greenfield, Mass. The U. S. attorney for the District of Massachusetts filed a libel praying seizure of the merchandise and charging adulteration and misbranding. A product deficient in protein and containing excessive crude fiber had been mixed with the cottonseed meal so as to lower and injuriously affect its quality and strength. The sacks were labeled, "Paramount Brand Good Cotton Seed Meal. Guaranteed Analysis, Protein (minimum) 36.00%, Ammonia (minimum) 14.00%. Ingredients: Made from upland cotton seed." In truth the article contained less than 36 per cent protein and more than 14 per cent crude fiber. Further, it had been sold under the distinctive name of cottonseed meal. No claimant appeared. Judgment of condemnation and forfeiture was entered and the product ordered sold by the United States marshal.

Milam-Morgan Co., New Orleans, La., had 100 sacks of Perfecto horse and mule feed and 100 sacks of steam-dried saccharine meal transported from New Orleans, La., to Jacksonville, Fla. The articles were labeled in part, respectively: "Perfecto Horse and Mule Feed, Manufactured by Milam-Morgan Co., Ltd., New Orleans, La. Fibre 15.00%. Fat 2.00%. Protein 9.00%." "Steam Dried Saccharine Meal. Guaranteed Analysis Fat 1.00%, Protein 7.00%, Fiber 17.00%." Substances deficient in protein had been mixed with the product in both cases. The U. S. attorney for the Southern District of Florida filed a libel asking seizure and charging adulteration and misbranding for the above reason. The manufacturing company appeared as claimant and the products were released to it upon payment of the costs and execution of a \$500 bond. It was further conditioned that the products be re-labeled with correct and accurate descriptions.

Arkadelphia Milling Co., Arkadelphia, Ark., shipped a quantity of mixed feed, which was misbranded, from Arkansas into Texas. The product was labeled in part: "Clover Blossom Mixed Feed. Manufactured by Arkadelphia Milling Company, Arkadelphia, Arkansas." Information on tags found on the product stated, "Composed of Wheat Gray Shorts, Rice Bran, Hominy Feed" and "Guaranteed Analysis: Crude Protein not less than 14.00 per cent. Crude Fibre not more than 8.00 per cent." Examination of the article showed that it contained wheat middlings and possibly some bran, with screenings, rice bran and hull issues, and broken rice; no hominy feed could be found in it. Furthermore, it contained less than 14 per cent crude protein, actually about 12.59 per cent, and more than 8 per cent crude fiber, actually about 11.57 per cent. The U. S. attorney for the Eastern District filed an information against the corporation. A plea of guilty was entered in behalf of the defending company and a fine of \$25 and costs was imposed.

National Milling Co., Macon, Ga., shipped a consignment of molasses feed from Georgia into Florida. It was labeled in part: "100 Pounds Cavalry Molasses Feed from National Milling Company, Macon, Georgia." The rest

of the shipment was labeled, "100 Pounds Rex Dairy Molasses Feed, National Milling Company, Macon, Georgia. Average Analysis—Protein 10, Fat 4, Carbohydrates 55, Fibre 12." Examination showed that 10 sacks of the Cavalry and 10 sacks of the Rex dairy feed showed an average net weight of 98.28 and 97.13 pounds, respectively. The dairy feed had been adulterated so as to contain less than 4 per cent of fat and more than 12 per cent of fiber. Misbranding was further alleged because the product was food in package form and the quantity of the contents was not plainly and conspicuously marked on the outside of the package. The U. S. attorney for the Southern District of Georgia filed an information against the company. A plea of guilty was entered on behalf of the defendant and a fine of \$50 imposed.

J. B. Lovitt & Co., Greenwood, Miss., had a shipment of 200 sacks of cottonseed meal transported from Mississippi into the state of New York, labeled in part: "Sun Brand Cotton Seed Meal. Guaranteed Analysis, Protein 36.00%, Crude Fibre 15.00%, Equivalent Nitrogen 5.75%." Made from Pressed Cottonseed. A substance low in protein (nitrogen) and containing excessive crude fiber had been mixed with the product. A libel praying seizure and charging adulteration and misbranding was filed by the U. S. attorney for the Southern District of New York and the goods were seized at Poughkeepsie. Misbranding was alleged because the article was an imitation of and offered for sale under the distinctive name of another, Wm. T. Reynolds & Co., Inc., Poughkeepsie, N. Y., appeared as claimant. The goods were released upon payment of the costs and the execution of a bond of \$500, and upon the condition that the product be relabeled as "Cottonseed Feed," with a statement of the composition, "Protein 33 per cent, Crude Fibre 16 per cent, Equivalent Nitrogen 5.28 per cent." and the statement, "Made from Pressed Cottonseed" entirely eliminated.

Feed Manufacturers Will Meet at Chicago.

The 16th Annual Convention of the American Feed Manufacturers' Ass'n will be held at the Congress Hotel, Chicago, Thursday and Friday, June 5th and 6th. The committee on arrangements is busily engaged in preparing a program of unusual interest from an instructive as well as entertainment angle.

As heretofore, the meetings of the Association will not be confined to its membership. Anyone interested directly or indirectly in the manufacture, sale and distribution of feeding-stuffs of any and all descriptions are most cordially invited to attend the convention and participate in its activities.

Obviously, the committee must have some reliable information as to the probable number who will attend and earnestly requests that all who are planning to do so will notify L. F. Brown, Secretary, 53 West Jackson Boulevard, Chicago, of their intention to attend, and how many ladies and gentlemen will accompany them. Mr. Brown will be very glad to make such hotel reservations as are desired.

New Millers National Federation.

The Articles of Organization of the Millers Nat'l Federation were amended at the Apr. 25 session of the annual meeting of the organization to change the form of organization in such a manner that the Federation could function along proposed new lines. The limited funds of the old form prevented satisfactory progress along certain lines.

The executive com'te created under the revised Articles will select the president of the Federation, who is to be a man of unusual qualifications, having wide acquaintance at Washington, etc., and will represent the Federation in all legislative matters.

T. S. Blish, recently elected Pres. by mail ballot, will be chairman of the board of directors and of the executive com'te.

Direct membership only is provided for. The dues will be assessed on a basis of the last calendar year's actual production of wheat flour, that basis being determined by the com'te on membership and finance. The figures reached will insure an annual income of \$100,000.

The new articles of organization provide for membership of wheat flour millers only.

Patents Granted

1,489,269. Grain Blower. Gustaf E. Miller, Stratton, Neb. A drum receives inner and outer tubular members, a plurality of blades being connected to the outer tubular member and being rotated thereby.

1,490,863. Bag Holder. Jas. Stevenson, Philadelphia, Pa. A pair of U-shaped frames are supported pivotally from the base structure, contractile springs connecting the lower ends of the supporting structures below their pivotal points.

1,489,850. Grain Handling Apparatus. Byrd Rogers, Guymon, Okla. The grain spout is given both swinging and rectilinear movement by a rectilinearly movable carrier mounted on a swinging track, the delivery spout being inflexible.

1,493,288. Endless Belt Carrier. Frank E. Smith, Scottsdale, Pa. Supporting mechanism for a carrying belt consisting of a rock shaft having bearing supports extending upwardly therefrom having bifurcated slotted arms and a belt engaging roller carried thereby.

1,492,770. Grain Chute. Warren E. Weeks, Davenport, Ia. The door at the upper end of the chute is held in closed position by mechanism entirely within the chute, the other door at the lower end of the chute allowing access to and operation of the holding means of the first mentioned door.

1,489,229. Grain Door. Emmett C. Avery, Hutchinson, Kan. Running up the sides of the door opening are a pair of confronting channels constituting guides for slats held together by links of a chain. At the inner end of each channel is a stationary latch to engage the slat when pressed by a spring.

1,493,186. Pneumatic Transport of Grain. Cecil Bentham, Manchester, Eng., assignor to Henry Simon, Ltd., Manchester. The vacuum-chamber receiver contains a cyclone separator arranged at an inclination to the axis of the receiver with its base towards one side of the receiver and away from the inlet to the receiver for the grain or other material and air.

1,491,641. Bucket Elevator. John Stephens, Hagersville, Ont., Canada. The interstices between adjacent buckets are covered by a flexible apron secured to the rear end of one bucket and the forward end of the next succeeding bucket, the length of apron being substantially greater than the normal distance between its points of attachment to the aforesaid buckets.

1,492,621. Grain Cleaner. Geo. B. Allison, Alexandria, Va. The upper and lower frames of the cleaner are composed of cross members, the cross members of the lower frame engaging a trough located at one end of the cleaner, and this part of the trough holding screws against longitudinal motion and permitting rotation. A bridge connects certain of the members of the lower frame.

1,491,030. Valve for Grain. Chas. Catanach, Port Arthur, Ont., Canada. This valve is for grain or other free running material and comprises a casing having an outlet, a pair of double-acting reciprocal plates for the outlet, means for operating the plates comprising rods connected to the plates at one end and connected at their other end to a lever member fixedly mounted on a rock shaft.

1,489,676. Automatic Weighing Machine. Arthur Smith, Christopher Southall and Ralph Bert Partridge, Birmingham, Eng., assignors to Southall & Smith, Birmingham. Combined with a weigh-beam and a pan carried on the beam are a continuously rotating feeding device for delivering material to the weigh pan, and a shutter under the control of the beam for preventing access of material to the feeding device.

1,489,524. Feeder for Bean Pickers. Henry Ginter, Vestaburg, Mich. The machine comprises a main hopper, a plurality of pairs of picking rolls, and a device associated with each pair of rolls in uniformly spaced relation therewith throughout substantially the length thereof and in communication with the main hopper but independent thereof for distributing articles to be sorted to said rolls at a plurality of different points in the length of the rolls.

1,489,739. Feeder for Grain Cleaners. Thos. P. Chisholm, Saginaw, Mich., assignor to A. T. Ferrell & Co., Saginaw. The hopper has an inclined wall partly below the feed roller and movable toward and from the periphery of the roller. The movable part of the bottom is adjustable to be yieldingly supported in various positions by rocker arms and a rod having a spring. A swinging closure is hinged to the free end of the movable part in the hopper bottom.

1,491,955. Liner for Box Cars. Fred W. Kennedy, Shelbyville, Ind., assignor to the Kennedy Car Liner & Bag Co., Shelbyville. Two upright sides are disposed at right angles to each other, and have a bottom member joined to the bottom edges of the upright sides, the joint between the bottom and one of the sides including a loop member affixed to the bottom and the side, the loop being disposed opposite the line of joinder between the bottom and side. The joint between the side walls includes a looped member.

1,491,433. Dust Extractor. Albert H. Stebbins, Los Angeles, Cal. A dust extractor comprising, in combination, an upstanding drum having its lower end open, means for forcing air into the lower end and upwardly through the drum, feed means for delivering materials to be treated into the upper part of the drum so that the heavier particles will pass downwardly through the rising air currents, and means for delivering jets of air into the drum through its side walls at different points longitudinally of the drum and in a direction to impart a whirling movement to the materials within the drum.

1,491,497. Grain Door. Alfred Studer, South Bartonville, Ill., assignor of one-fifth to P. Joseph Plattner, Morton, Ill. At one side of the doorway are a plurality of spaced guide rails secured to the inner side of the car. The grain door is made up of horizontally movable sections, each section having at the middle of its height a pair of spaced parallel portions adapted to have sliding engagement with opposite sides of the guide rail corresponding thereto, each section being wholly supported by its guide rail, and pinions journaled in the wall adapted each to engage one of the spaced portions of one of the sections for shifting it.

1,493,273. Grain Door. Arthur Edward Paget and Chas. Edward Paget, Huntsville, Ont., Can. In a grain door are combined vertical and horizontal members of the door frame, a strut disposed between such horizontal members and secured to each, a bowed brace straddling the strut and having its ends engaging the opposed side edges of the vertical door frame members, a second bowed brace applied to the first bowed brace and having its ends overlying the vertical members of the door frame, means for securing the second mentioned brace to the first mentioned brace and means for securing

the second mentioned brace to the vertical members of the door frame.

1,490,817. Automatic Weighing Machine. Chas. F. Garratt, Nuneaton, Eng. Combined with a supply hopper are a weigh-beam, a weigh pan on the beam, and a discharge door at the lower side of the pan, with horizontally slidable main and dribble sluices, a vertical main shaft located beneath the sluices, means on the upper end of the shaft for imparting opening and closing movements from the shaft to the main sluice, an automatic clutch for engaging and disengaging the said vertical shaft to and from a continuously rotating source of motion, and means actuated from the dribble sluice for controlling the clutch and the discharge door of the weigh pan.

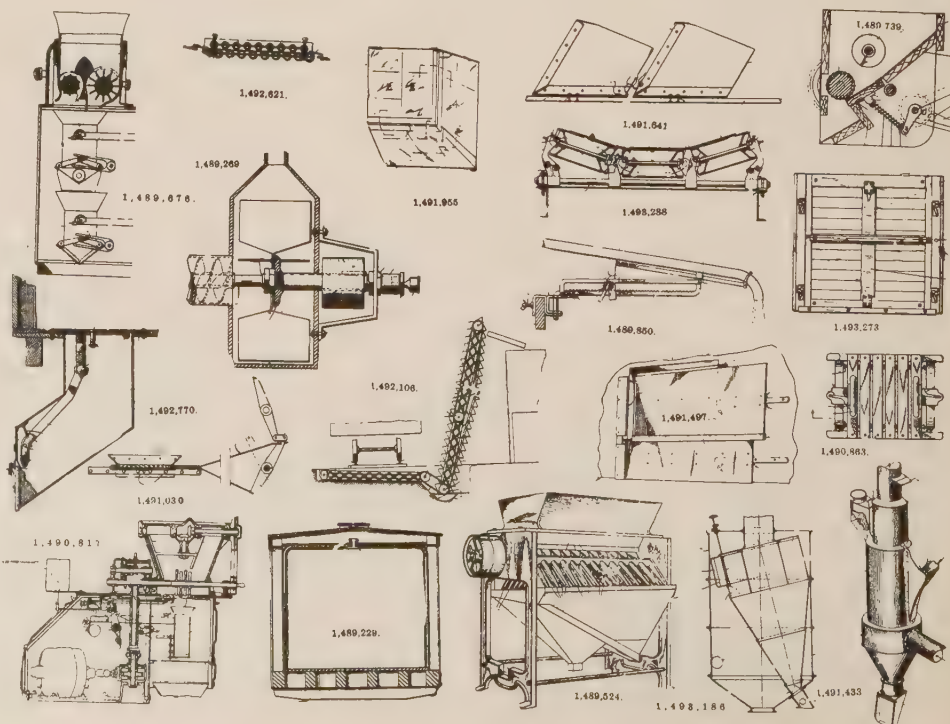
1,492,106. Conveying and Elevating Apparatus. Simeon H. Rickard, Freedom, Pa. In combination are an elevator provided with supporting angle-shaped trackway members and bottom and top sprocket wheel members having faces and flanges in aligning conformation with the bearing faces and flanges of the trackway members, pairs of double-sided link chains engaging the sprocket wheel members and trackway members by their edges, driving gearing therefor, a continuous series of buckets extending across and secured to said link chains, a receiving boot for the lower terminal of the conveyor, and a laterally extending conveyor arranged to receive material by gravity.

Canadian Elevator Overages.

The total overages in Canadian public elevators amounted to 95,943,345 pounds of all grain during the period of 1920 to 1923, inclusive, according to a statement recently made in the House of Commons. The Board of Railway Commissioners determines the surplus, if any, from its official weigh-up and records it, under the Canada Grain Act, to be delivered to the government. Then it authorizes terminal elevator companies to issue warehouse receipts.

The Canadian government is entitled to receive a total amount of 22,914,154 pounds of the overage during the 3 years mentioned. Terminal elevator companies retained 73,029,181 pounds.

A radio debate on the McNary-Haugen bill was scheduled to be broadcast by station WLS, Chicago, at 7 p. m., May 10. Charles J. Brand, of the Department of Agriculture, who assisted in drafting the measure, was to take the affirmative, and Benjamin J. Hibbard, of Wisconsin, a noted economist, was scheduled for the negative.



Manufacturer of Employes' Elevator Not Liable for Faulty Installation.

The Supreme Court of Missouri on Jan. 4, 1924, denied James L. Tipton a rehearing of the decision in favor of the Barnard & Leas Mfg. Co. in his suit for damages on account of injuries sustained by the breaking of an employes' continuous belt elevator in the plant of the Excello Feed Milling Co., at St. Joseph, Mo.

The belt was made by the Gutta-Percha & Rubber Mfg. Co., and sold to the Barnard & Leas Mfg. Co., which sold the material for the elevator in the knock-down to the Excello Co., with plans and blue print, and the Excello Co. constructed, erected and installed the lift in its building under the superintendence of Tipton, who is a mechanical engineer. The contract read:

"Please ship to the undersigned the machinery and material mentioned in the annexed schedule, at and for the price of \$4,200, free on board cars at Moline, Illinois, or at factory where made. We agree to pay you said sum * * * in installments as follows, to-wit: Upon shipment of machinery \$2,100, thirty days after shipment of machinery \$2,100. * * * It is understood and agreed that any changes made in said list, necessitating additional cost, shall be made at our expense. You shall not be held liable for any pecuniary damages, except to make good within a reasonable time any unmerchantable defects which may have existed in said machinery when furnished. If requested, you are to recommend a millwright, or miller, to supervise setting up or starting said machinery and the undersigned promises to pay said millwright or miller and each of them his regular wages, plus his living expenses, from the time he leaves until he returns to his headquarters, as well as his round trip traveling expenses. It is expressly understood that there are no oral agreements outside of this written order. Yours respectfully, Purchasers, Excello Feed Milling Company, by Jas. L. Tipton, Mechanical Supt."

The plaintiff had formerly been a salesman of such elevators in the employ of the Barnard & Leas Company, and was perfectly familiar with the working drawings or plans, and construction and operation thereof. He supervised the erection of the elevator in this case, but the actual work of constructing and installing it was done by the millwrights, Soper and Townsend, employed by the Excello Company.

The elevator was about 75 ft. high, the belt going over a pulley at the top, driven by a 5-h.p. electric motor, thrown out of action by a safety switch actuated by any material that might be on any step approaching near the top. As installed the box having the safety device was too close to the channel-iron frame to allow the wheels attached to the belt to pass, the effect being to prevent the belt from passing up and the step from actuating the motor stop.

Tipton and Townsend each got on a step to test the elevator. The wheels caught on the bottom of the box just as Townsend stepped off at the fifth floor. The belt stopped suddenly while the motor was on and broke, letting Tipton fall four stories to the basement, and sustain severe injuries.

Reversing a decision of the Circuit Court of Buchanan County, the Supreme Court said:

The elevator was given no inspection or test to see if it was safe before plaintiff and Townsend got on, but they were engaged in inspecting and testing it as to its safety, by riding on it themselves at the time the accident occurred. They could have put sacks of grain or feed on the steps, and tested it that way, before getting on it in person.

Plaintiff's evidence further showed that after the accident a larger blueprint was furnished by the Barnard & Leas Company, and it showed the box and spreader should be set back from the channel iron, so as to afford clearance for said wheels on the elevator belt, and that afterwards they were thus set back when the elevator was repaired after plaintiff's injury, under the direction of Mr. Churchill, a manager of the Barnard & Leas Company, and that thereafter no trouble occurred in operating the elevator.

Contributory Negligence.—Townsend testified he actually observed, while he was constructing the elevator, that the switch box was flush against the channel iron, and the flanges on the wheels extended beyond the channel irons,

yet he did not correct or cause the defect to be corrected. Indeed, respondent in his brief contends that the lower court erred on account of such negligence on the part of Townsend in discharging the Excello Company on demurrer. Appellant's learned counsel also urge that the petition alleges and the evidence shows that the Excello Company had notice of such defect and therefore appellant was not liable under the Heizer Case in any event; also, that the plaintiff, who was in charge of the work as mechanical engineer, was guilty of contributory negligence, as a matter of law, in failing to properly inspect the material and workmanship, as the elevator was being constructed and in the manner in which he tested the safety of the elevator after it was constructed. It also has other assignments of error. But having reached the conclusion that appellant had no actual knowledge of such defect, and did not manufacture and sell the elevator ready for use, but it was to be manufactured and made ready for use by the purchaser, and therefore appellant was not liable to third parties, it is unnecessary to consider any other contentions of appellant.

The judgment is therefore reversed.—257 S. W. Rep. 791.

Supply Trade

The National Scale Men's Ass'n will hold its annual conference June 10, 11 and 12 at Minneapolis, Minn.

Minneapolis, Minn.—C. A. Weaver & Co. announce the incorporation of the company and the change in the firm name to The Weaver Co.

Chicago, Ill.—Harold M. Soars, son of the president of Sprout, Waldron & Co., is now connected with the company's branch in this city.

Leavenworth, Kans.—The main building of the Great Western Mfg. Co. was destroyed by fire early this month, causing an estimated loss of \$175,000.

Cudahy, Wis.—The machinery and business of the Cudahy plant of the Worthington Pump & Machinery Corp. has been acquired by the Allis-Chalmers Mfg. Co. The plant will be sold and the unsold departments transferred to larger Worthington plants.

Copper metal has been down to a new low level. Until such a time as Europe can absorb the excess supplies producers are inclined to mark time. It is thought that the Dawes report has opened the way for big buying but actual improvement is still waiting on details.

Sioux City, Ia.—We anticipate a lot of elevator business a little later, as many have deferred so long now that in order to handle this year's crop they will find it an absolute necessity to make repairs, remodel and in some instances rebuild.—J. L. Lyman, Younglove Const. Co.

Orders to cease and desist from false and misleading advertising have been issued to 17 roofing material manufacturing companies by the Federal Trade Commission. The companies had been falsely representing single ply roofing material containing no rubber as two or three ply rubber roofing.

The Statistical Department of the Citizens' Committee to Enforce the Landis Award has just completed some interesting figures; in regard to the class of buildings for which permits have been taken out up to and including the third week in April, total permits up to that time this year being \$80,935,000, as compared with \$112,837,000 last year, a decrease of about \$41,900,000. The greatest loss is reflected in hotels, garages and business or industrial buildings. This loss is over \$56,000,000. There has been a large increase in the number of residences and small flats constructed and an increase of over \$2,000,000 in the value of permits for large flats. Incidentally, permits for churches are greater and the total of these increases make up the difference between \$42,000,000 and \$56,000,000 loss for 1924 up to date.

THE SOUTHWESTERN Millers' League elected officers as follows, on Apr. 23: L. E. Moses, Kansas City, pres.; Frank Kell, Wichita Falls, Tex., and A. R. Kinney, Omaha, Neb., vice-presidents; H. G. Randall, Kansas City, treas.; C. V. Topping, Kansas City, sec'y; E. H. Hogueland, Topeka, Kan., commercial counsel.

Grain Receiving Ledger

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Seeds

THE INTERNATIONAL Seed Testing Congress will be held at Cambridge, England, in the early part of July.

HIGGINSVILLE, MO.—The Eagle Mill & Elevator Co. is converting its livestock pavilion into a seed corn house.

SHREVEPORT, LA.—Lawhon-Wilson Seed Co. has acquired the wholesale field seed business of the Shreveport Elevator Co.

ANOKA, MINN.—After hearing addresses on alfalfa at a recent meeting here, 300 farmers purchased 8,000 pounds of alfalfa seed for planting on their farms.

GALESBURG, KAN.—The Kansas Flaxseed Development Co. has selected Galesburg for a new branch office. The Farmers Elevator will handle its business in that territory.

EAU CLAIRE, WIS.—The Great Western Seed Co., of Hamilton, Mont., has filed articles of incorporation in Wisconsin, with capital stock of \$60,000, of which \$25,000 will be devoted to Wisconsin. This state's general headquarters will be located at Eau Claire.

MECHANICSBURG, O.—The Ohio Seed & Products Co. has been incorporated by Paul M. Herbert, W. P. Munger, H. A. Toland, J. M. Schooler, and Therkildson, with a capital stock of \$50,000. This firm will take over the holdings of the recently reorganized Wing Flower & Seed Co.

NASHVILLE, TENN.—McKay, Reece & Co., dealing in wholesale field seeds, purchased a factory site here from D. Shelby Williams, the sale being recorded on Apr. 18. The property was formerly occupied by the Tennessee cotton oil mill which burned down several years ago. The seed company will build a large warehouse and elevator on the site, tho this will not be immediately effected, as its plans are not fully matured.

SOYBEANS PLANTED in corn to prevent injury by cinch bugs will be studied in Jefferson County, Kan., by state entomologists, this season. The shading of the corn by the soybeans, during its early growth, it is thought, will reduce the insects' damage. Further records will be kept to determine what variety of corn is most resistant to cinch bugs.

TOLEDO, O.—Illinois advises us that from Kankakee south to the river and west of Springfield, it is hard to find a poor clover field. The stand is fine and the growth good. One report says one peculiar thing about Illinois conditions is that two stations, which last year shipped more wheat than ever before, this year the wheat fields have been disked and plowed up and put into corn and oats. Clover seems to have wintered well while wheat was badly damaged. Cash demand for all seeds is rather slow and it appears that Toledo will carry over a fair stock.—C. A. King & Co.

Imports and Exports of Seeds.

Imports and exports of seeds for March, compared with March, 1923, and for nine months ending with March, are requested by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS			
	1924	1923	9 Mos. Ending Mar.	1923
Alfalfa, lbs....	597,277	131,145	10,816,979	4,397,832
Beans, lbs....	4,304,627	29,013,686	31,730,751	121,002,821
Clover, lbs....	6,834,626	1,848,263	45,145,035
Other gr. seeds, lbs....	257,524	2,062,315	4,343,552
Peas, lbs....	1,792,860	1,953,134	13,018,231	23,808,681
	EXPORTS			
	1924	1923	9 Mos. Ending Mar.	1923
Alfalfa, lbs....	12,557	28,267	292,558	358,032
Beans, bus....	574,479	446,354	5,250,962	4,661,096
Peas, bus....	167,761	262,032	3,191,225	2,271,568
Clover, lbs....	149,239	180,663	636,628	4,108,701
Timothy, lbs....	2,717,079	3,784,134	13,454,208	17,058,240
Other gr. seeds, lbs....	274,550	377,477	3,043,588	3,638,366

A RECENTLY concluded experiment by plant breeding specialists of the University of Illinois, at Urbana, Ill., proves that it is feasible for farmers to eliminate seed corn of low vitality and diseased grain by selection according to certain physical characteristics. The experiment showed that 82.35 per cent of the seed selected on that basis was strong. Less, than 71 per cent of the seed classed as discard was strong.

INOCULATION of alfalfa and sweet clover is necessary to get the best results, according to A. C. Army of the Minnesota Experiment Station at University Farm. This is particularly true on sandy land, where it is advisable to use both a soil and commercial inoculant. Mr. Army recommends two methods. One is to mix the seed, pound for pound, with soil that produced last season, or is producing well inoculated plants. The other is the using of commercial inoculants, of which there are reliable brands on the market.

TOLEDO, O.—There's a feeling gaining ground all the time that clover for the next two years will be good property. Substituting alfalfa and sweet clover on such a large scale past season means a shortage in acreage for red clover this season, and possibly more shortage the following season. All signs fail at times and a fairly large crop may be produced on less acreage, but not likely. Then too, it's not in the cards for Europe to repeat. An unknown factor will be amount of seed carried over in Europe from last crop, and the amount of imports that may seep in this summer. Hardly think the latter will be significant. It's up to the experts of the Department of Agriculture to continue their propaganda reassuring farmers as to the value of foreign red clover with the exception of the Italian and south European stock.—J. F. Zahm & Co.

MINNEAPOLIS, MINN.—We look for an increase in the flax and corn acreages in Minnesota and the Dakotas, altho there has not been an unusual demand for flax and corn seed this spring. A greater total acreage is likely to be under crop this season than last. The demand for red clover has been disappointing—due partly to the farmers having poor luck with their spring seeding for the past two years, and partly to the scare caused by imported clover publicity. The demand for alfalfa, sweet clover and alsike increased this season, but timothy was below normal.—Northrup, King & Co.

TOLEDO, O.—Trade in cash clover is light. The demand has been slow and the season is about over. October, the new crop future, has been ruling strong. Profit is taking on bulges and hedging sales against cash seed that will have to be carried over. Present prospects are for another small crop and the acreage is small. France's bumper crop of last season is not likely to be repeated and, as their seed is not available until after October, domestic clover only will be deliverable on contract. A trading market is expected until more about the coming crop is known. Fluctuations are providing many investment opportunities.—Southworth & Co.

TENTATIVE REGULATIONS for including beans under the storage provisions of the Federal Warehouse Act are now before the U. S. Department of Agriculture for adoption. Some

action would be necessary to establish federal bean grades before the act can be extended to include the product. At a hearing in Lansing, Mich., conducted by Commissioner H. S. Yohe, Washington, in charge of the warehouse division of the U. S. Department of Agriculture, and P. M. Williams, Washington, Federal Specialist in Marketing, it was shown that banks would make loans with bonded warehouse receipts as collateral because the government supervises the storage plants.

GROW MORE flax, is the appeal of A. H. Wright, agronomist in the Wisconsin College of Agriculture, to the farmers in that state. Price conditions are likely to be favorable for this crop. At present the United States raises only about half enuf for domestic requirements.

STATE AND FEDERAL inspection officials recently held a three-day conference for the discussion and possible adoption of a general policy on plant quarantine and embargoes. C. L. Marlatt, chairman of the Federal Horticultural Board, speaking before the 70 inspection officials present said the rapidly growing quarantine orders are assuming a dangerous aspect as to interstate products.

A QUARREL at the close of the annual meeting of the Michigan Potato Producers pool between the Antrim county delegation and the Daugherty Seed Co. representatives nearly wrecked the organization. The dispute arose over certain resolutions and recommendations regarding a change in the name of the organization which were backed by the Antrim county forces.

ALFALFA ACREAGE in Wisconsin should be increased 50% over last year's area of 150,000 acres if the estimated results of the intensive alfalfa campaigns launched thruout the state by the Wisconsin College of Agriculture are right. In the dry season of 1923, when clover did poorly, alfalfa yielded well, furnishing much encouragement to farmers. Tho Wisconsin is the biggest dairy state and ought to be the biggest alfalfa state, there is comparatively little home-grown seed.

Production of Clover and Grass Seed in Canada.

Average annual yield of clover and grass seed crops of Canada for the 3 years ended Dec. 31, 1923, is shown in data furnished by the Markets and Fertilizer Division of the Seed Branch of the Dominion Department of Agriculture, Ottawa. Canada's total average annual yield of red clover, by pounds, was 9,000,000; alsike, 12,000,000; alfalfa, 900,000; sweet clover, 6,000,000; timothy, 2,900,000; blue grass, 900,000.

Statistics from the provinces show that Prince Edward Island yielded on the average 50,000 lbs. sweet clover, and 200,000 lbs. timothy.

Nova Scotia, 25,000 lbs. red clover, 150,000 lbs. sweet clover, and 100,000 lbs. timothy.

New Brunswick, 40,000 lbs. red clover, 200,000 lbs. sweet clover and 150,000 lbs. timothy.

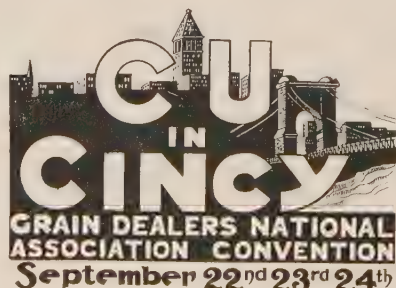
Quebec, 1,200,000 lbs. red clover, 200,000 lbs. alsike, 400,000 lbs. sweet clover and 875,000 lbs. timothy.

Ontario, 7,805,000 lbs. red clover, 11,750,000 lbs. alsike, 780,000 lbs. alfalfa, 3,500,000 lbs. sweet clover, 1,000,000 lbs. timothy, and 900,000 lbs. blue grass; Manitoba, 15,000 lbs. alfalfa, 500,000 lbs. sweet clover, and 100,000 lbs. timothy.

Saskatchewan, 15,000 lbs. alfalfa and 1,000,000 lbs. sweet clover; Alberta, 30,000 lbs. red clover, 50,000 lbs. alsike, 60,000 lbs. alfalfa, 100,000 lbs. sweet clover and 300,000 lbs. timothy; and

British Columbia, 30,000 lbs. alfalfa, 100,000 lbs. sweet clover and 175,000 lbs. timothy.

Canada's average annual production of clover and grass seed was 31,700,000 lbs., Ontario and Quebec being the chief producing provinces.



Western Seedsmen Meet at Omaha.

The semi-annual meeting of the Western Seed Dealers Ass'n was held Apr. 19 at the Fontanelle Hotel, Omaha, Neb. Pres. Mangelsdorf was in the chair.

Sec'y Wilhelm read the minutes of the last meeting and the report of the treas. Following these was an informal discussion.

The seed corn situation was discussed, particularly the conditions in the big corn-producing states, Nebraska, Iowa and Illinois. The farmers have not been giving enuf consideration to securing seed corn of high germination. A large majority of them have overlooked the importance of thoroly testing their seed.

Ted Robinson said, in the history of his company, corn showing 15% to 18% moisture during zero weather, as a rule, showed very deficient germination.

Chas. Massie, of Minneapolis, Minn., showed that an 80% crop in the large corn-producing states would show a big deficit in dollars and cents in the return to the farmers.

J. C. Robinson was appointed chairman of a com'te to bring this situation to the attention of authorities in the 3 states mentioned. This should effect a sufficient warning to the farmers to enable them to avoid big losses. Plans for quick action were adopted and Pres. Mangelsdorf asked the members to help spread knowledge of the existing conditions among the farmers of their districts.

Henry Field, Shenandoah, Ia., spoke on the disadvantages of the proposed bill, intended to increase parcel post rates, which is now before the House. If the bill passes it will cause almost prohibitive rates to seedsmen. Parcel post has been of greatest value to farmers and they will be the greatest sufferers if the measure is passed. Post office clerks are strenuously working for its passage, but the farmers do not seem to realize how the bill would affect them.

Pres. Mangelsdorf, in his address, spoke of the great moral responsibility of seedsmen to promote the best interests of agriculture. The seed industry, on which the farmer depends very largely, receives a meager return for the service it renders.

Fred Mangelsdorf, pres.; Carl Chesmore, vice-pres.; H. Windheim, treas.; and Max Wilhelmi, sec'y., were re-elected as officers by unanimous vote.

HULL-LESS oats have been tried out at the Badger test farms, of the Wisconsin Experiment station, and found unsatisfactory, according to R. A. Moore, agronomist, of that station. What will Luther Burbank say to this condemnation.

VANCOUVER, B. C.—Vancouver passed the 40 million mark in wheat exports on Apr. 17. The grain export business is active in that port and no let up is expected before the middle of June. The port is sorely in need of more elevators.

Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during April, compared with April, 1923, were as follows:

FLAXSEED					
Receipts			Shipments		
1924	1923		1924	1923	
Chicago, bus.....	50,000	78,000	2,000	29,000	
Duluth, bus.....	63,861	56,874	118,808	25,901	
Milwaukee, bus.....	10,060	18,700	425	70,644	
Minneapolis, bus.....	209,740	475,910	127,360	57,050	
New York, bus.....	681,000				
Superior, bus.....	154,975	51,186	72,870	1,212	
Winnipeg, bus.....	302,592		302,592		
TIMOTHY					
Chicago, lbs.....	1,162,000	1,243,000	2,904,000	2,221,000	
Milwaukee, lbs.....	180,000	1,042,468	779,930	1,561,528	
Toledo, bags.....					
CLOVER					
Chicago, lbs.....	1,352,000	845,000	1,505,000	818,000	
New York, bags.....			1,360		
Milwaukee, lbs.....	152,667	168,588	1,336,640	2,179,037	
Toledo, bags.....					
KAFIR AND MILO					
Ft. Worth, cars.....	101	6	5		
Kansas City, bus.....	339,900	138,600	214,000	126,000	
St. Joseph, bus.....		6,000			
St. Louis, bus.....	45,600	32,450	30,260	10,960	

Experiments in Price Fixing.

The most ambitious attempt at governmental regulation of prices is represented by the classical experiment of the Roman Emperor Diocletian in the third or fourth century. Diocletian attempted to regulate the price of everything, from a shave to the rates to be charged by common-carriers—asses, camels and ships. He named a price for everything, worked out a plan that took every service and every commodity into account and that preserved and tended to perpetuate the social and economic order of things, but the Emperor, whose edict was still law to a great part of the civilized world of that time, was forced to abandon his great revolutionary plan within the year. His plan put an immediate and decisive stop to practically every productive activity within the Empire. The farmer contented himself with producing for his own needs and no more, the owners of the camels and the asses led them away to free pastures, and the wheels of industry ceased to turn because there were no workers to turn them.

Almost identically the same thing happened recently in Russia. The Bolsheviks attempted to force the peasant to surrender his surplus production to the Government for distribution among the workers of the cities at fixed prices, but the peasant defeated the scheme by the simple expedient of reducing his crop.

Valorization schemes fail because they usually result in over-stimulation of particular industries. In these experiments, as the nomenclature suggests, prices are fixed at levels above the natural market. As a result, producers offered an insatiable market at prices above their expectations and perhaps their deserts, devote all their time and all their energy to increasing the production of the commodity which enjoys the rare privilege of a certain and unlimited market at a high price which cannot be affected by an increase in the supply. The excess of supply, which under the plan is taken in hand by the Government, is either allowed to pile up or is dumped abroad. In either case the loss is borne by the taxpayer, who subsidizes the producer of the valorized commodity to the extent of the difference between the fixed price and the price obtained in foreign markets, plus the loss from unsalable surplus. But the domestic consumer also loses through being forced to pay more than he would have to pay in an open market, and as a result the valorization scheme is placed under attack from two quarters, that of the taxpayer and that of the consumer. At their inception, valorization schemes do not arouse mass opposition; it is only after the consumer sees surpluses pile up or discovers that they are being "given away" to foreigners, that his ire begins to rise. Prices cannot be fixed or controlled because it is through prices that the community makes known its needs of particular goods.—American Exchange National Bank.

Radical Legislation Denounced.

"Radical legislation, now in effect and proposed, has had a disastrous influence on the grain exchanges of the country for the past year or two, and confidence in their usefulness in the economical distribution of the grain crops produced on the American farms has been to a great extent destroyed by the continual agitation for more laws to 'help the farmer.'"

"These conditions are unfortunate, not only for the grain exchanges themselves, whose province it is to facilitate the distribution of grain thru natural channels and in accordance with the highest standards of business ethics, but they are unfortunate for the producer as well, for such conditions will inevitably be reflected back to the producer and only aggravate his discontent." Thus closes the annual report of the board of directors of the Milwaukee Chamber of Commerce.

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Supreme Court Decisions

Thresher's Lien.—In an action to foreclose a threshing lien, it is proper to join, as parties defendant, other persons who have an interest in or incumbrance upon the grain threshed.—*Golly v. Kiner and Northland Elevator Co. Supreme Court of North Dakota.* 197 N. W. 883.

Damages Based on Destination Value.—When goods delivered to a carrier for shipment are lost in transit, the carrier is liable for the reasonable market value thereof at the point of destination, less unpaid carrying charges thereto.—*Ward v. Am. Ry. Exp. Co., St. Louis Court of Appeals, Missouri.* 259 S. W. 515.

Damages for Breach of Contract.—A provision in a wheat contract by which the buyer reserve the option, in case shipments should not be made in accordance therewith, "to extend the time of shipment, cancel contract or buy in for seller's account," does not deprive him of the right, in the event of the seller's default, to recover damages measured by the difference between the contract price and the market price at the time delivery was to have been made, without showing that he had purchased any wheat elsewhere.—*Bennett v. Hatfield. Supreme Court of Kansas.* 222 Pac. 61.

Damages Can Not Be Collected on Decision by the Federal Trade Commission.—Under Clayton Law, § 5 (Comp. St. § 8835e), provided that a final judgment or decree in a criminal prosecution or any proceeding in equity, brought by or on behalf of the United States under the anti-trust laws, shall be prima facie evidence in any suit or proceeding brought by any other party against such defendant under said laws, held, that a proceeding before the Federal Trade Commission and a finding thereon are not competent evidence in an action for damages for attempting to monopolize trade.—*Proper v. John Bene & Sons, Inc. U. S. District Court, New York.* 295 Fed. 729.

The Federal Trade Commission, under Act Sept. 26, 1914, §§ 6, 9 (Comp. St. §§ 8836f, 8836i), has no power to compel tobacco companies to produce all their books and papers, relevant or irrelevant, including those relating to intrastate business, in order to disclose the possible existence of practices in violation of section 5 (Comp. St. § 8836e), in view of Const. Amend. 4, as the mere fact of carrying on commerce not confined within state lines, and of being organized as a corporation, do not make men's affairs public, as those of a railroad company now may be.—Federal Trade Commission v. American Tobacco Co. and P. Lorillard Co. Supreme Court of the United States. 44 Sup. Ct. Rep. 336.

Landlord's Lien.—Where a farm lease provided that the land-owner should retain title to all crops until final settlement and have the right to take enough of the crops which on division would go to the tenant to pay all indebtedness due from the tenant, and that on performance of all the undertakings of the tenant the land-owner should deliver to him a specified share of the crops, they were tenants in common of the crops with the title in the land-owner as security for the performance of the contract and payment of the amounts due thereunder. The landowner is presumed to intend to retain his security until final settlement, and dividing the grain before making a settlement will not divest him of his lien unless the intention to do so clearly appears. Whether a division of the grain had been made is in dispute, but if made as claimed it did not release the lien.—*Clark v. Cargill Elevator Co. Supreme Court of Minnesota.* 197 N. W. 845.

Presumption Against Carrier Receiving Goods in Good Condition.—In a suit for damages by a shipper against the delivering carrier for deterioration of goods moving in interstate commerce upon a through B/L, where the undisputed evidence for the plaintiff shows that they were sound when received by the initial carrier, but does not affirmatively establish where the injury occurred, there is a common-law presumption, applicable under the Carmack Amendment, that the loss occurred on the delivering carrier's line; and, where no evidence tending to rebut this presumption is introduced, a verdict for the plaintiff is demanded.—*Barron Bros. v. N. Y., N. H. & H. R. Co. Court of Appeals of Georgia.* 122 S. E. 83.

Pool Entitled to Court Order Restraining Members from Selling.—In action to restrain members of a co-operative marketing association from disposing of their tobacco, in violation of their contract with plaintiff, and a warehouse company from purchasing it, where plaintiff set up an unlawful conspiracy of defendants to defeat its rights under the agreement, and in effect an attempt to destroy its business, and the purpose of plaintiff's organization would be defeated by granting to defendant members immunity from liability beyond payment of liquidated damages, restraining order should have been continued for final hearing.—*Tobacco Growers Co-op. Ass'n v. Farmers Warehouse Ass'n. Supreme Court of North Carolina.* 121 S. E. 763.

Shipper's Claim Reduced to Destination Value.—Where carrier delivers goods without taking up the B/L and draft attached thereto, it is liable for no more than the actual value of the goods at destination at time of delivery and not for the amount of the draft, unless it is less than such value.—*Webster D. Hatch v. N. Y. Cent. R. Co. Supreme Court of New York.* 203 N. Y. Supp. 807. [In this case a car of wheat was shipped to David Heffer, Baldwinsville, N. Y., with sight draft for \$2,347.93, but the railroad company let Heffer have the car without paying draft or surrendering B/L. The court cut down the claim to \$1,584, making, with interest, \$1,844.57. Apparently the market price declined from the date the contract of sale was made to time of arrival.]

Negligence of Railroad Starting Fire Presumed.—Damage to property of another, caused by fire spreading from a burning box car belonging to a railroad company, the car catching fire, through the carelessness of the employees of the company, from an overheated stove inside the car, which box car was used by the employees for camping or housing purposes and was located on one of the company's side tracks adjacent to the property damaged, was damage caused by a person in the employment and service of the railroad company, and there was a presumption of negligence against the railroad company as provided in the Civil Code 1910, § 2780. See, in this connection, *Talmadge v. Central of Georgia Ry. Co.,* 125 Ga. 400, 54 S. E. 128, where, in a suit by the owner of the property against the railroad company to recover for its loss by fire alleged to have been caused by such negligence, it was error for the court to charge the jury that there was no presumption of negligence against the defendant, but that the burden was upon the plaintiff to prove such negligence.—*Wilkes Lumber Co. v. Seaboard Air Line Ry. Co. Court of Appeals of Georgia.* 121 S. E. 694.

No Notice of Claim Required for Misdelivery at Destination.—Where carrier, without requiring the surrender of the order B/L, negligently delivered an interstate shipment to a person not entitled to receive it, held, that the loss occurred while the property was "in transit," within Interstate Commerce Act, § 20, as amended (U. S. Comp. St. § 8604a), providing that in cases of loss, damage or injury to shipments in transit from carrier's negligence no notice of claim or filing of claim shall be required as a condition precedent to recovery; "in transit" meaning any time after the property has been received by the initial carrier and before the contract of carriage for the entire transportation is performed by delivery.—*Davis, Director-General, v. John L. Roper Lumber Co. Supreme Court of Appeals of Virginia.* 122 S. E. 113.

Individual Members of Growers' Ass'n Liable for Handling Charges.—A bill alleged that complainant contracted with defendants, a large number of rice growers, through their codefendant ass'n, as their agent and trustee, for the milling and handling of their crops; that it made advances to the association for the growers; that the ass'n shipped the rice, and complainant remitted the proceeds to it, but, on information and belief, that it did not make proper distribution of the same and that it had ceased business. It further alleged that the proceeds of the crops were not sufficient to repay complainant's advances and pay its agreed compensation, and prayed an accounting. Held, that the bill stated a cause of action in equity, and that all the defendants were properly joined.—*Lake Charles Rice Milling Co. v. Pacific Rice Growers Ass'n et al. U. S. Circuit Court of Appeals.* 295 Fed. 246.

Demurrage and Constructive Placement.—Where consignee's regular unloading track was occupied by loaded cars which were being used as a ballast during a flood, a notice by carrier of the arrival of other cars and of inability to deliver them because of inability on the part of consignee to receive them, held a constructive placement of the incoming cars, so as to start demurrage under a rule by which the consignee had agreed to be bound. Under railroad's rules, made part of agreement between carrier and consignee, held that, where consignee's regular unloading track was occupied by loaded cars used for ballast purposes during a flood, carrier could make constructive placement by actually delivering the incoming cars at other points in consignee's yards instead of giving notice, but that the option belonged to it and not to the consignee.—*C., St. P. M. & O. Ry. Co. v. New Dells Lumber Co. Supreme Court of Wisconsin.* 197 N. W. 713.

Delivering Carrier Liable When No Proof Where Damage Was Done.—"When goods moving in interstate commerce upon a through B/L are delivered in bad condition and the evidence shows that they were sound when received by the initial carrier but does not affirmatively establish where the loss occurred, there is a common-law presumption, applicable under the Carmack Amendment, against the delivering carrier, that the injury occurred on the delivering carrier's line." "There is no inconsistency between this rule and the provision of the amendment making the initial carrier also liable." *Chicago & Northwestern Railway Co. v. Whitnack Produce Co.,* 258 U. S. 369, 42 Sup. Ct. 328, 66 L. Ed. 665. See *Barron v. New York, etc., R. Co.,* 31 Ga. App. —, 122 S. E. 83, this day decided. Under the above decision of the Supreme Court of the United States, and the facts of the instant case, the trial magistrate, sitting without the intervention of a jury, did not err either in denying the motion for the grant of a nonsuit or in rendering the judgment complained of in favor of the plaintiff.—*Ill. Cent. R. Co. v. Banks. Court of Appeals of Georgia.* 122 S. E. 85.

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Grain Carriers

DULUTH, MINN.—Thirty-three vessels were stalled in the huge ice floes in and near the Duluth harbor on Apr. 27.

THE MICHIGAN Central R. R. will establish an automobile truck line between Jackson, Mich., and Kalamazoo, Mich., soon. Trucks will make the trip daily.

NEW ORLEANS, LA.—G. S. Gibson, former traffic manager of the New Orleans Mixed Feed Ass'n, is the present Commissioner of Traffic of the Paris, Tex., Chamber of Commerce.

THE RATE on wheat from Baltimore, Md., to Charlotte, N. C., was found not to be unreasonable and the complainant was found not to have suffered any damage by reason of any undue prejudice that may have existed, in I. C. C. No. 14542, Interstate Milling Co. v. B. & O. R. R. et al.

THE SURPLUS of available freight cars in good repair totaled 321,832 on Apr. 22, according to the car service division of the American Railway Ass'n. This shows an increase of 15,851 cars over the number reported on Apr. 14, when a surplus of only 305,981 cars were in good condition.

DES MOINES, IA.—Grain shipping interests sent representatives from several northwestern states to join Iowa grain men here on May 6 in protest against freight rate increases on grain from the northwest to Texas. Railroad commissions from South Dakota and Iowa were likewise present. The C. M. & St. P. and the C. & N. W. railroads were chiefly concerned.

WASHINGTON, D. C.—To determine whether railroads in Colorado, in making rates, can allow shippers of coal 50 cents a car for car-door boards furnished by the shippers to facilitate the hauling of their coal in box and stock cars, the Denver & Salt Lake R. R. receivers appealed a case, against the public utilities commission of Colorado, to the Supreme court. The case was dismissed for want of jurisdiction.

FREIGHT CARS among the carriers of U. S. in need of repairs amounted to 176,698, or 7.80% of the total number on lines, Apr. 15, according to the American Railway Ass'n. This is an increase of 3,951 cars over the total reported on Apr. 1. Freight cars requiring heavy repairs totaled 129,892, an increase of 3,960 cars in two weeks. Cars to the number of 46,806 needed light repairs, a decrease of 9 for the same period.

RAILROADS HAVE docketed a proposal to eliminate such general terms as "millfeed" and "mill-stuffs" from their tariffs and to apply the wheat rate basis to all wheat feeds, with the Western Trunk Line Com'ite Millers' organizations have protested and have asked to be heard before the Interstate Commerce Commission. If the change were made effective it would increase the freight rate on bran, shorts, and millrun feed 1@2c per cwt.

CANADA FORMALLY protested the diversion by Chicago's sanitary district of 10,000 cubic feet of water a second, saying it "has a most injurious effect upon the ocean shipping channel between Montreal and the sea," on Feb. 13. Sec'y of State Hughes disclosed when he made public the correspondence that has passed between Ottawa and Washington on the subject. The Dominion asked that the interests of Canada should not be overlooked in any U. S. water projects that might lower the levels of the Great Lakes and interfere with Canadian shipping.

A PROPOSED new schedule of the C. B. & Q., dealing with rates on grain and grain products, from Missouri river cities, and Sioux Falls, S. D., to Cairo and Metropolis, Ill., when the

commodities are destined for points beyond the latter named cities, has been suspended from May 7 to Sept. 7 by the Interstate Commerce Commission. The rates would have been restricted by this schedule when movement beyond Cairo and Metropolis was by rail.

GRAIN AND grain products were loaded into 36,966 cars during the week ending Apr. 19, according to the car service division of the American Railway Ass'n at Washington, D. C. This was a decrease of 840 cars under the previous week and was 1,147 cars less than were loaded in during the same period in 1923. A shortage of 70 box cars, 138 coal cars, and 284 all freight cars was reported for the period ending Apr. 15, when there was a surplus of 92,023 box cars, 180,620 coal cars and 305,981 all freight cars.

THE UNITED STATES Shipping Board has withdrawn its certification to the Interstate Commerce Commission, as to adequate American flag tonnage to certain foreign trade ranges, by a vote of 4 to 3. Upon the previous certification of the board the Interstate Commerce Commission had ordered section 28 to become effective June 20. A resolution of Commissioner Thompson's to modify enforcement by excepting grain products, automobiles, and meat products had been voted down, but the board finally yielded to the pressure, unanimously exerted by U. S. shipping interests, against making effective the preferential railroad provision of the merchant marine act.

THE PROPOSED cancellation of proportional rates on grain and grain products from La Crosse, Wis., Winona, Minn., and other points to Chicago, Ill., and other points was heard by the Interstate Commerce Commission in Investigation and Suspension Docket No. 2000. Cancellation was not found to be justified as the schedule proposed to take the place of the canceled rates, if permitted to become effective, would materially raise the rates on stock feeds manufactured at La Crosse and Winona and marketed at eastern points. The railroads were unable to justify such increases. The suspended schedules were ordered canceled tho no prejudice was offered to the filing of new schedules containing rates on a reasonable basis.

THE RECORD of the Mississippi River barge line, which the government has operated in connection with the Mississippi-Warrior Service for several years, proves the line has been of exceptional value in lowering freight rates. Up to last November the line had carried a total of nearly 1,750,000 tons of freight at a total cost to the shippers of slightly more than \$7,000,000, saving the shippers a sum of nearly \$9,000,000. Approximately 218,631 tons of wheat and corn have been moved from western states to New Orleans, saving the shippers \$284,220.30. On 1,364,707 bushels of wheat moving over that route the saving amounted to \$53,223.50. This does not take into consideration the large sums saved on shipments sent by rail at the potential water rates made by the railroads to meet water competition.

THE CHICAGO, Great Western R. R., in November, 1923, published reduced thru rates on grain and grain products, from various points on its line from Winona, Minn., to Chicago, Ill., so as to equal the Winona combination from some 15 or more points in eastern Minnesota. These rates were intended to apply only via Winona, in connection with the C. & N. W., C. B. & Q. and the C. M. & St. P. Thru error they were published to apply on the Great Western's single line route, and violated the long-and-short-haul clause of the fourth section. The Great Western published another tariff to correct this situation. This was suspended by the I. C. C. thru the misapprehension that the correction, which re-established the former rates, would cause violations of the long-and-short-haul clause. This is not the case and the order of suspension was ordered vacated.

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GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. R. I. & P. supplement No. 10 changes some of the rates shown in freight tariff No. 13207-J on grain, grain products, and seeds, effective May 27.

E. B. Boyd supplement No. 8 to Circular No. 1-R contains changes in rules, regulations, and exceptions to classifications, found in the original circular; effective June 1.

C. R. I. & P. supplement No. 17 raises certain rates on flax, millet and broom corn seed, and broom corn, wheat and corn, which are found in tariff No. 28675-F; effective May 21.

C. R. I. & P. supplement No. 12, effective May 26, gives some changes and reductions from the rates on grain, grain products, seeds and broom corn, in carloads, as shown in freight tariff No. 31408-C.

E. B. Boyd supplement No. 9 amends circular No. 1-R of Western Trunk Lines, which gives rules, regulations and exceptions to classifications, effective June 1. Rules are given for handling seed through Chicago freight houses.

C. R. I. & P. supplement No. 16 reduces some rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds, in carloads, shown in freight No. 28675-F and its supplements, effective May 17.

A. T. & S. F. supplement No. 20 makes a number of reductions and a few advances in the local, joint and proportional rates on grain and grain products between points in Kansas, Colorado, Missouri, and Oklahoma; also Superior, Neb., and Joplin, Mo., and points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Oklahoma, and Wisconsin, as shown in tariff No. 5588-M. Supplement is effective May 31.

C. & E. I. reduces the rate on oil meal manufactured at Chicago, Chicago Heights, and Joliet, Ill., from flaxseed originating at points in Iowa, Minnesota, Nebraska, North Dakota, South Dakota, or Wisconsin, and shipped to Jopka, Cairo, and Mound City, Ill., and other points, in supplement No. 16 to tariff No. 600. Other changes and reductions are made on linseed cake, meal and shives, and chaff and red top seed. Supplement is effective May 15.

A. T. & S. F. supplement No. 10 amends tariff No. 5702-H, making additions to the index of points from and to which rates apply, changes the rates in index No. 7984, and changes rates on broom corn, flax, millet and hemp seed, and hay and straw, effective June 5.

I. C. supplement No. 23 to tariff 1537-G makes a reduction in the rate on grain and grain products moving from Minonk, Ill., to Pekin, and Peoria, Ill., routed via El Paso, Ill., effective Apr. 12. This supplement is canceled by supplement No. 24, to the same tariff, which gives in addition other reductions, effective May 21 (except as noted in individual items).

A. T. & S. F. supplement No. 10 amending tariff No. 5655-A-2, gives special instructions, rules and regulations in accounting of tonnage, minimum weights on alfalfa meal and pummies, alfalfa feed, dried beet pulp, cottonseed hulls, cane seed, sorghum and sudan seed, and wild mustard seed. Several amendments to rates on seed, grain and grain products are shown, effective June 2.

Reparations.

THE RATE charged on a carload of barley from points in South Dakota to Canyon, Wash., was found to have been unreasonable in I. C. C. No. 15135, Milwaukee Grain Elevator Co. v. Director General, as agent. The railroads had charged a rate of 76c per 100 lbs. and the Commission found the charges to have been unreasonable to the extent that they exceeded 61c per 100 lbs. Reparation with interest was awarded.

THE RATES on corn sirup shipped from Roby, Ind., to New Orleans, La., during Federal control, for export to Mexico, were found to have been reasonable, in American Maize Products Co. v. Director General, as agent. I. C. C., No. 14812, offered the decision that altho export rates are generally lower than domestic rates, the fact that an export rate exceeds the domestic rate between the same points does not establish the unreasonableness of the export rate. Hence, the case was dismissed.

FAILURE of Wabash Ry. to absorb switching charges on grain and grain products from local stations on its line in Ohio, Indiana, and Illinois to elevators at Detroit, Mich., were found to be unjustly discriminatory and unduly prejudicial in I. C. C., No. 14674, Board of Trade of City of Detroit v. Wabash Ry. et al. As the complainant's members were unable to show they had been damaged by the conduct of the railroad, reparations were denied. An order was entered, however, to compel the Wabash to correct the failure.

M. T. CUMMINGS, receiver of the M. T. Cummings Grain Co., Lincoln, Neb., shipped 12 cars of shelled corn from certain points in Iowa, Nebraska, and South Dakota to points in Colorado. All of the destination points were on the Santa Fe. The cars should have been routed via Denver but were not. In No. 14043, M. T. Cummings v. Director General, as agent, and C. B. & Q. R. R., the Interstate Commerce Commission ruled that reparations should be awarded the complainant for each of the cars that would have taken a lower rate if routed via Denver.

The applicable rate on cottonseed meal and cake, in carloads, from Phoenix, Ariz., to Bitter Creek, Wyo., was found not to have been unreasonable, unjustly discriminatory, or unduly prejudicial, in I. C. C. No. 14375, Arizona Egyptian Cotton Co. v. Director General, as agent. During the summer and fall of 1919 a severe drought occurred in Wyoming, Utah, Idaho, and Oregon, and pasturage for livestock was generally not available. The Director General of Railroads authorized certain temporary reductions in rates to and from that territory, including reductions of 50%, maximum 60 cents, in rates on cottonseed meal and cake from the Southwest and southern California to destinations in Wyoming and other states, to the end of assisting the cattlemen. During that time the complainant shipped six carloads of cottonseed meal and cake in the mentioned territory. Overcharges to the extent of \$108 were col-

lected on 3 of the cars, due to the manner in which they had been routed. The defendant was instructed to refund these overcharges, and the case was dismissed.

Dust Explosions of 1922 and 1923.

The grain dust explosions for 43 years were chronicled in the Grain Dealers Journal for Apr. 10, 1921, following the disastrous explosion on Mar. 19 of that year in the Northwestern Elevator at Chicago.

To these 31 disastrous explosions five were added in 1921, as recorded on page 252 of Feb. 25 number, and nine more since, making 45 explosions in 46 years. The 1921 explosions occurred July 5 in the Port Covington elevator at Baltimore; Oct. 3 in the Yukon Mill at Yukon, Okla.; Oct. 12 in the Great Eastern Elevator, Buffalo, N. Y.; Oct. 27 in the Harbor Commissioners Elevator at Montreal, and Nov. 22 in the feed mill of the H. O. Co. at Buffalo.

During 1922, 1923 and 1924 nine dust explosions occurred as follows:

Mar. 15, 1922, Kansas City, Mo.: A dust explosion, unique in that two minor explosions followed and put out the fire started by the main explosion, occurred in the plant of the Midland Flour Milling Co. Damage amounted to \$10,000. The large windows saved the walls.

Mar. 25, 1922, Hutchinson, Kan.: Fire was discovered in the elevator of the Rock Mill & Elevator Co. about 1 p. m. Before the fire department arrived a dust explosion wrecked the building. Loss on grain and building totaled about \$175,000.

Aug., 1922, Minneapolis, Minn.: A dust explosion in the plant of the Atkinson Milling Co. occurred when two employees cleaned a bin with an extension light. The employees were seriously injured. Damage was estimated at \$10,000.

Dec. 20, 1922, West St. John, New Brunswick, Can.: A dust explosion in one of the grain bins of the Canadian Pacific Railway Co.'s elevator blew out one end of the cupola. The concrete floor over two of the bins was shattered by the blast and two other bins were partially damaged. Fire immediately started in four of the bins, but was quickly extinguished.

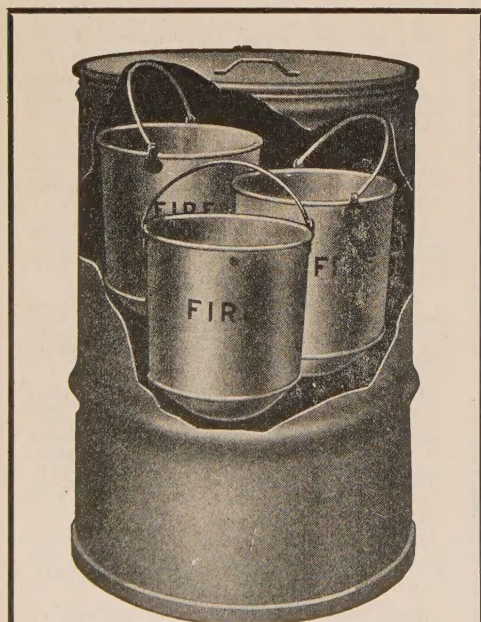
Dec. 27, 1922, Kansas City, Mo.: A dust explosion at 1:10 p. m. wrecked the plant of the Schreiber Feed Manufacturing & Cereal Co., injuring 27 employees, some seriously. Fire immediately following destroyed the building. Loss \$125,000.

Mar. 31, 1923, Chicago, Ill.: An explosion in the Mid-West Elevator, owned by the Mid-West Elevator Co., occurred in a bin above a drier containing 6 feet of damp oats. Two men had become asphyxiated the day before when they had entered the bin to open the choke. Both died, it is supposed, from the effects of the carbon monoxide gas present, in spite of all efforts to resuscitate them. A little over 24 hours later the explosion occurred. Loss on grain, \$100; on bin, \$25.

June 23, 1923, Roby, Ind.: An explosion wrecked the corn elevator of the American Maize Products Co. Five men were working in the building at the time, four of whom died and one recovered from severe burns. Property loss was confined to the elevator building, 30x50 ft., which was the workhouse for the adjacent concrete storage bins, and was built of brick with walls nearly two feet thick at the base and 90 feet high. The force of the explosion bulged these walls and entirely destroyed the west portion. No fire resulted.

July 31, 1923, Decatur, Ill.: Fire in the grinding room of the feed plant of Staley Mfg. Co. caused flames sufficient to travel thru 18-inch vacuum dust collector pipes to other parts of the building. Several dust explosions followed, tearing the roof from the building and blowing out an end of an adjacent dust house. No one was injured. The blasts occurred at 5:30 p. m., when the day shift had left and the night shift had not yet arrived.

Jan. 3, 1924, Pekin, Ill.: Two dust explosions, one immediately following the other, occurred in the starch house of the Corn Products Refining Co. at 3:20 a. m. The plant was kept scrupulously clean by men hired for that purpose and fire protection was adequate. But no mechanical means had been provided for the constant removal of dust. The 11:00 p. m. shift was at work when the explosion occurred. Over 35 men were killed and many more seriously injured. A hundred men worked all night to clear the debris and rescue the workers who were burned by the resultant fires and frozen by the extreme cold. Many of the survivors will never recover from injuries sustained. The brick and concrete starch powder house was completely shattered and several other buildings were partially destroyed by the force of the explosion and the fire that immediately swept after it.



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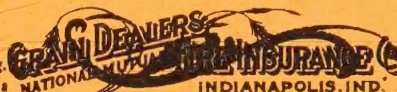
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